

VOL. VI. NO. 1.

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JANUARY, 1888.

THE
NORTHWEST

DEVOTED TO WESTERN INTERESTS AND PROGRESS.

ILLUSTRATED MONTHLY
MAGAZINE

ST. PAUL - MINNEAPOLIS.
E. V. SMALLEY, EDITOR & PUBLISHER.

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OAKES, DAKOTA.

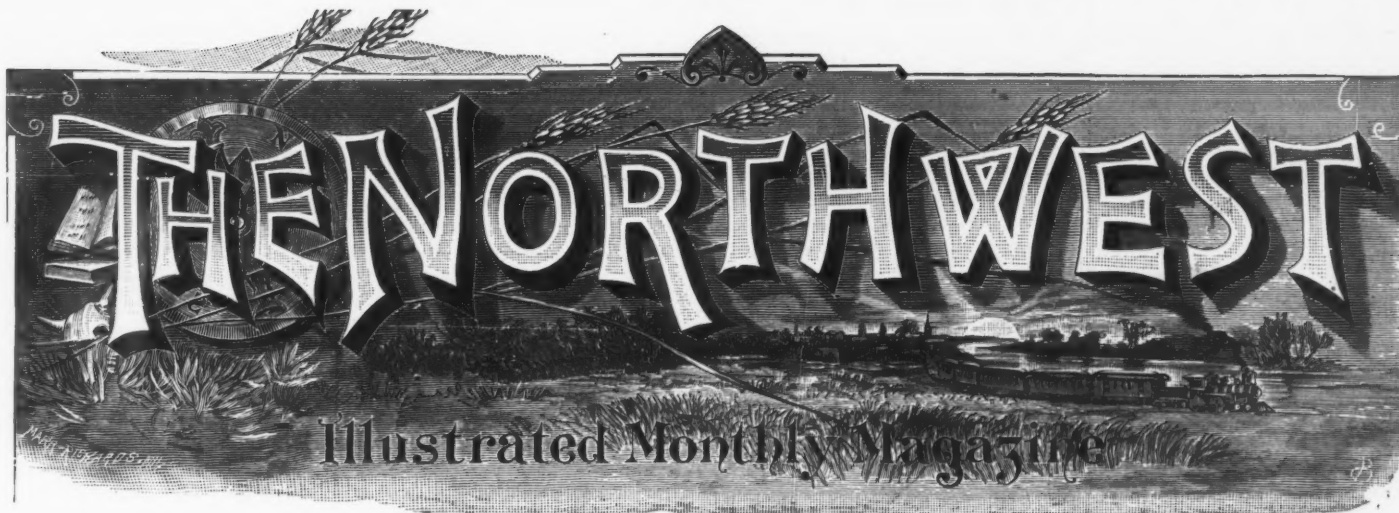
REFERENCES:

First National Bank, Columbia, Dakota.

Bank of Oakes, Dakota.

Correspondence solicited.

Northwest

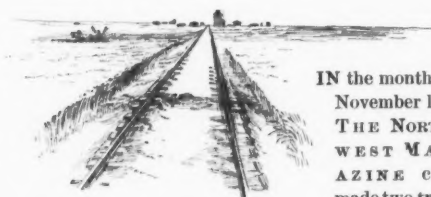


VOL. VI.—No. 1.

ST. PAUL AND MINNEAPOLIS, JANUARY, 1888.

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IN NORTH DAKOTA.



IN the month of November last THE NORTHWEST MAGAZINE editor made two trips

in North Dakota, the first one embracing the Lower Red River Valley, with stops at Grand Forks, Grafton and Pembina, and the second trip including visits to Fargo, Lisbon, La Moure, Oakes, Jamestown and Bismarck. It was the intention of the party to go up to Devil's Lake and also to run up the little branch road ending at Cooperstown, but winter work at home interfered with the full accomplishment of the programme. An appeal was therefor made to the editors of papers in the important towns, which were not visited, to help out the general plan of a number covering a large part of North Dakota country by articles descriptive of their respective towns and counties. As will be seen by the following pages, THE NORTHWEST is under obligations to a number of these brother journalists for a good deal of inter-

esting reading of especial value to intending settlers in Dakota. Among these contributed articles will be found one by the Register of the U. S. Land Office at Bismarck, an ex-journalist well-known throughout the Territory, and well-remembered in Minneapolis, his old home.

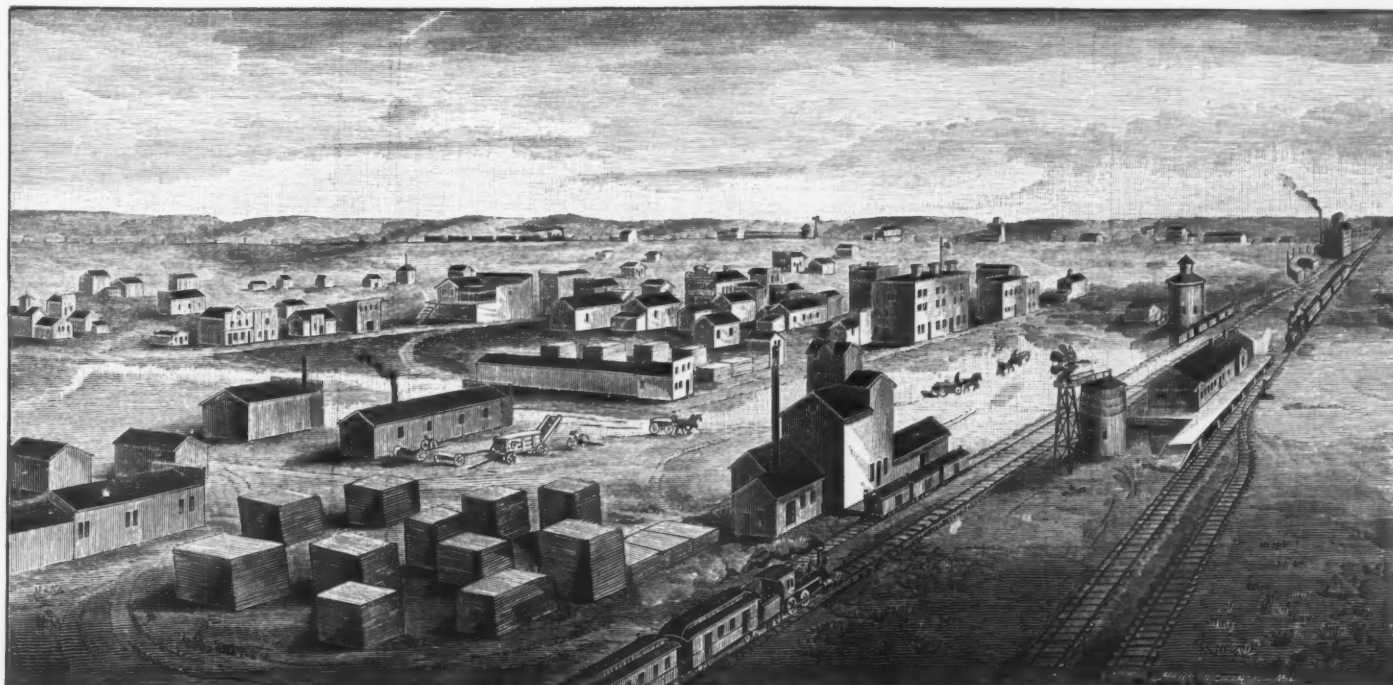
The purpose of devoting so large a space in the present number of the magazine to North Dakota is to attract fresh attention to a region which is as yet but thinly settled and which offers to the immigrant a wide range of choice of rich prairie lands well adapted for general farming, with a healthful climate, free from malaria, a remarkably well advanced railway system and with great competitive markets for produce and stock comparatively near at hand. That there are still vast areas of Government land in Dakota awaiting the free occupancy of the homesteader will be seen at a glance at the diagram on page six, for which we are indebted to the forthcoming report of Immigration Commissioner McClure.

In illustrations which go with the following articles our artists have endeavored to give the reader an idea of the progress already made by Dakota as exemplified in towns, dwellings, public buildings and business houses, and also to give some views of landscapes and glimpses of the life of the people. It will be seen that Dakota is not a bleak and savage region, as some

uninformed people in the East think, but a country of pleasant homes, well tilled farms, attractive landscapes and energetic towns.

THE NEW TOWN OF OAKES.

A little more than a year ago a traveler, driving down the eastern side of the James River Valley, near that famous forty-sixth parallel which used to be talked of as the future boundary line between the projected States of North and South Dakota, would have observed nothing to indicate that a thriving town was soon to come into existence in that vicinity. Only the scattered farm houses of the pioneers dotting at wide intervals the vast sweep of the billowy prairies, spoke of human occupancy. But on the distant horizon in three directions he would have noted the white specks that marked the encampments of the railroad graders, those hardy soldiers of Western progress, and he might have passed one or two parties of young, keen-eyed engineers, with their instruments and stakes running the lines for the coming thoroughfares of transportation. Three of these lines converged at a certain point on a gravelly knoll overlooking the valley and the wide stretch of the prairies. To this circumstance the town of Oakes owed its birth and its rapid growth. It is to-day the



GENERAL VIEW OF OAKES, DAKOTA.—[From a sketch by John Passmore.]



BANK OF OAKES BUILDING, OAKES, DAKOTA.

most striking example of very recent and very rapid development to be found in North Dakota, and as such we give it the place of honor in this series of descriptive articles on that portion of the great fertile Territory. *Seniores priores* was a good Latin maxim, but Latin is a dead language, and in the new Northwest the young take the lead.

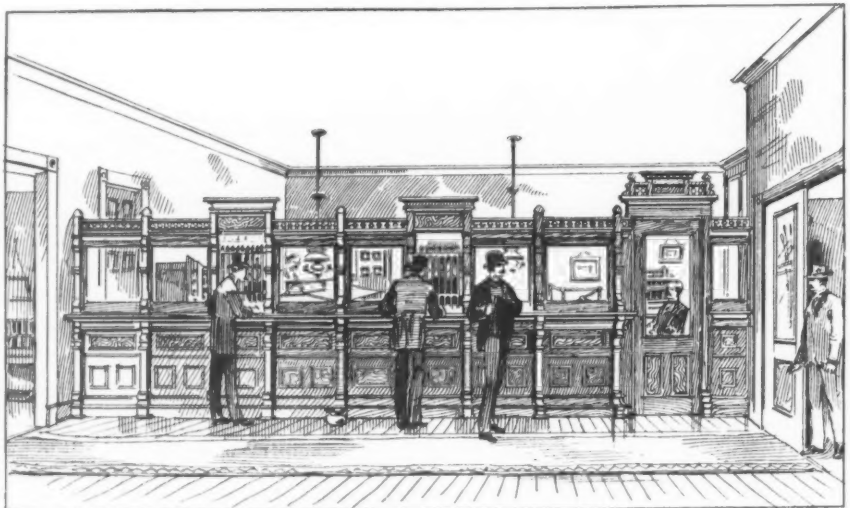
The three railroads which converged at the gravelly knoll on which Oakes now stands were, the James River Valley branch of the Northern Pacific, building south from Jamestown and La Moure to a friendly junction at this point with one of the many lines of the Chicago & Northwestern system, coming north from Mitchell, Huron and Columbia, and the Minneapolis & Pacific road, pushing westward across Dakota to a goal known, if known at all, only to its president, Hon. W. B. Washburn, of Minneapolis. The N. P. and the C. & N. W. joined the hands of North and South Dakota at Oakes and the division movement at once lost its chief argument. People could go from one section of the big Territory to the other and make each others' acquaintance, without traveling hundreds of miles around through Minnesota and Iowa.

The new town was named by the suggestion of

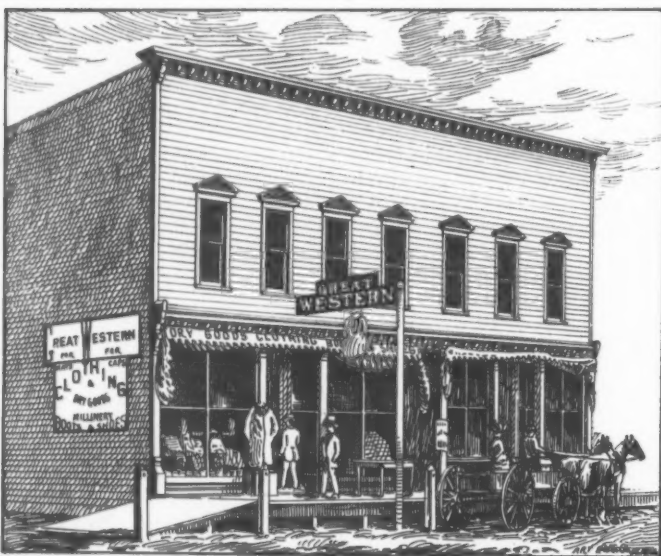
one of its first settlers from the energetic General Manager of the Northern Pacific. It grew amazingly and in a few months became a strong trade center, with its bank, its newspaper, its hotels and its business houses. Then came the line of the Minneapolis Pacific, making a short route to the mills of Minneapolis for the wheat of the region and by way of General Washburn's other road, the Minneapolis, Sault Ste. Marie and Atlantic, to the new Lake Michigan port of Gladstone. Then the position and importance of Oakes as a railroad and business nucleus was fully confirmed.

miles distant, and which in its westward course another season will cross the James River Valley either at Oakes or La Moure. There is also some probability that the Rock Island system, already in Central Dakota, will put out an arm to reach this general meeting point.

Now let us see what can be accomplished on the Dakota prairies in the way of town building by the efforts of energetic men in less than two years' time. Oakes has about five hundred people to-day, and about sixty business concerns of one sort or another. The number of business houses is very large in proportion to population, as is always the case with new Western towns, from the fact that many of the business men leave their families in their former homes until they can get a good start in the new location. The store is always built first in these new towns, and the dwelling afterwards. Conspicuous business enterprises are the Bank of Oakes, T. F. Marshall, cashier, the building and handsome banking room of which we show by illustrations, the new roller mill, costing \$40,000, with a capacity of 250 barrels per day, the two grain elevators, the Vinkle House, a large and comfortable hotel, the Great Western and Roberts stores and the Oakes *Herald*, an energetic weekly newspaper which is a powerful factor in the growth of the place. Mention should be made, also, of the real estate office of M. S. James, who is an ex-



INTERIOR OF BANK OF OAKES.



THE GREAT WESTERN STORE, OAKES, DAKOTA.

The M. & P. pushed on further west. It is now completed to Monango, about twenty miles west of Oakes and will make another long stride next season, connecting with and possibly absorbing Tom Lowry's Aberdeen & Bismarck road, on which the grading is nearly done. It may also run a line pretty nearly due west to a new town on the Missouri and crossing that stream go to the Black Hills. There is still another road which the people of Oakes hope to secure—the Black Hills Branch of the Northern Pacific, which now ends temporarily at Milnor, Dakota, about thirty

cellent type of the "Dakota rustler," and carries a pretty large share of the work of pushing the new town. Colonel James was a gallant soldier in the civil war, serving in a Rhode Island regiment.

The principal real estate interests in Oakes are owned as follows: The Western Townsite Company and the Northern Pacific Railway own the original townsite, which includes 320 acres. The Minneapolis & Pacific road, in connection with the Oakes syndicate, own 400 acres adjoining the town. The Sioux Falls syndicate, composed of President McKinney, of the Sioux Falls National Bank, W. W. Brookings, Eddy & Davenport, Dr. Subera and others are largely interested in Oakes. Parties from Appleton, Wis., have invested \$10,000 in Oakes real estate and have more to put in. The Oakes syndicate composed of citizens and parties in New York, has a contract with the Minneapolis & Pacific Railroad by which the latter agree to make Oakes a freight and passenger division headquarters point, and to build machine and repair shops.

The little gravelly island in the midst of rich loam of the prairies upon which Oakes is built gives the town two blessings, dry streets and good water, and its elevation of about forty feet above the James River secures perfect drainage, and therefore good health. The surrounding country is all highly fertile agricultural land, fast filling up with an excellent farming

population. The M. & P. road places it within 204 miles of Minneapolis and 214 of St. Paul. The extension of the Northern Pacific's branch from Milnor will give it an almost air line to Duluth. By the James River road it is placed in direct connection with all the towns and railroads of the northern part of Dakota. The Northwestern's branch gives it a direct connection with all the Central and Southern Dakota towns. The western extension of the Minneapolis Pacific is opening new tributary country and promises during the year 1888 to furnish a short line to Bismarck and thence by the N. P. to the Pacific Coast.

Enough has been said to account for the rapid rise of Oakes on what was a vacant prairie in the summer of 1886. It has future of certain growth and prosperity open wide before it.

MEDORA IN THE BAD LANDS.

Medora is the cattle town of the Bad Lands of Western Dakota. It has a picturesque situation in the valley of the Little Missouri, surrounded by lofty bluffs of clay, streaked with seams of lignite coal and capped with layers of red scoria. The town is well-built of brick. Its chief business enterprise is the great abattoir and packing house for slaughtering cattle and shipping dressed meat to Eastern markets. This concern was started by the Marquis de Mores, the father of the town, some three years ago, but is now in other hands. There is no better range of country in the Northwest for cattle and sheep than the Bad Lands. Feed is good and the shelter afforded by the peculiarly broken formation of the country makes winter

THE SAULT STE. MARIE ROAD.

The completion of the Minneapolis Sault Ste. Marie & Atlantic Railway, just accomplished, from Minneapolis northeasterly to the Sault a distance of 492 miles, is an important event in respect to its effect upon transportation lines in the Northwest. The road has been built by ex-Gov. Washburn of Minne-

the head of Lake Huron, saving the voyage either from Chicago or Duluth to that point. On the other hand this will require a rail haul much greater than that from Minneapolis to Duluth and considerably greater than to Chicago. When the lakes are closed the line will have to depend, for some time at least, entirely upon the Canadian Pacific for its Eastern rail connection. Although running for the most part

through a wilderness the road should develop a large lumber traffic and in time a considerable local business. Whether the effect of the opening of this cut-off line will be very serious upon the competing lines remains to be seen, but its construction is certainly proof of the wonderful energy, enterprise and resources of Gov. Washburn.—*Minneapolis Lumberman.*

ROCKY MOUNTAIN HORSES.

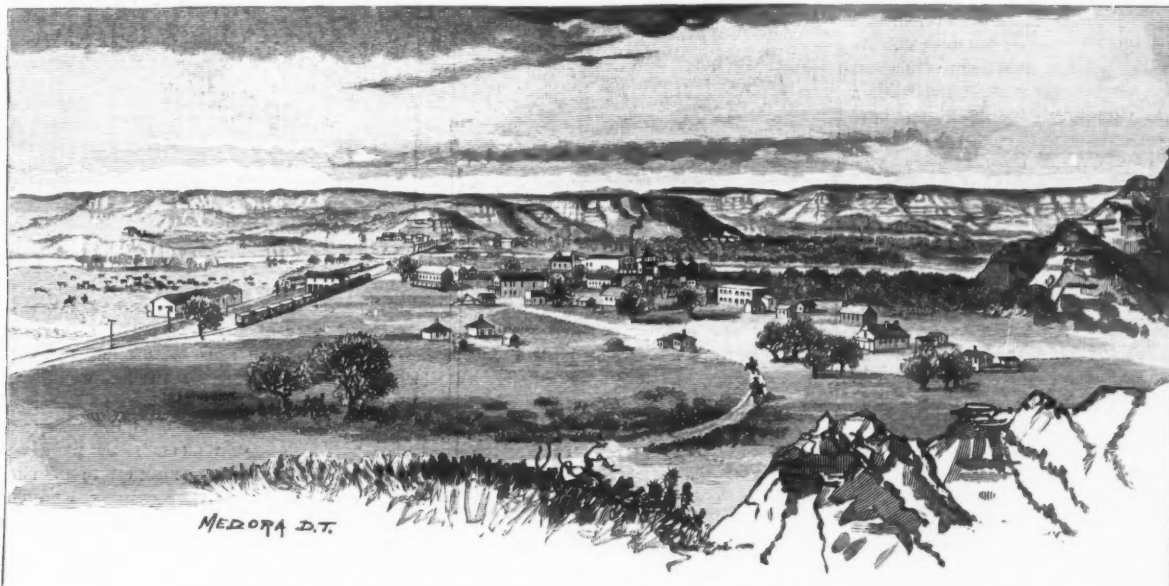
Speaking of Ranchero's achievement at Spokane Falls, and of Montana horses, the *Husbandman* says: "It is a great satisfaction to our horsemen to see our trotters coming to the front so prominently. From $2\frac{1}{4}$ the record has been

beaten down notch, half notch and quarter of a notch at a time—not by one horse only, but by numerous youngsters, until it has this year reached the low figure of $2.22\frac{1}{4}$. If only the horse, Ranchero, was doing this work, we might consider him a prodigy, but when there are a half dozen youngsters following hard upon his footsteps and threatening at any season to wrest from him the honors of the best record of any Montana bred horse, we feel that there is some foundation for our proud boast in regard to the superiority of the Montana horse. Ten years ago this journal made the



HARVESTING SCENE IN NORTH DAKOTA.

apolis and other capitalists to give a direct outlet for the grain of Minnesota to Lake Huron and also to a connection with the Canadian lines for Montreal and the Atlantic ports. Construction was commenced in April, 1884, and the work has been pushed with great energy, over 350 miles of the lines having been built during 1887, and practically during the last six months. At Minneapolis the road has a very important feeder in the Minneapolis & Pacific Railway, built by the same interest and forming practically an extension of the "Soo line" westward into Dakota



VIEW OF MEDORA IN THE BAD LANDS OF WESTERN DAKOTA.—[From a sketch by John Passmore.]

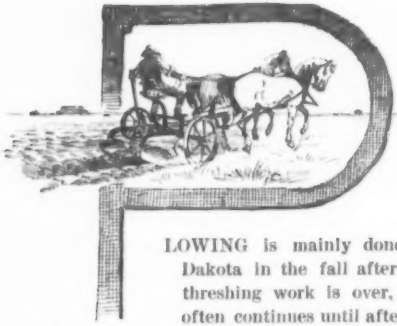
losses very light. Medora is a favorite halting place for people of a scientific turn of mind, who want to examine the geological curiosities of the region—the petrified tree trunks, the singular mixture of minerals, the coal formations, the scoria produced by former fires, and the burning mine which is not a mine, but a vein of lignite in process of slow consumption by subterranean fires.

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nearly 300 miles, with further extension in progress, making a continuous line in the same interest from the wheat fields of Dakota to the Sault Ste. Marie some 800 miles in length. The lines are expected to and no doubt will divert a considerable share of the traffic now carried between Minnesota and the East by way of Chicago, and very naturally will subtract from the heavy traffic now reaching the head of Lake Superior at Duluth, as during the season of navigation it will be able to lay down and receive freight at

assertion that the bunchgrass horse, Montana bred and reared, would eclipse the world, and we feel that this prediction is rapidly being verified. Our trotters, which have until this year been confined to Montana and Utah courses, start at Lexington, Covington, Cleveland, Buffalo, and in fact, many of the leading courses of America next year, and we look to see them win honors of no small distinction both for themselves and the Rocky Mountain highlands, where they were reared."

FARMING IN DAKOTA.



PLOWING is mainly done in Dakota in the fall after the threshing work is over, and often continues until after the middle of November. This last fall it was the 20th of November before the ground was frozen—not in the Southern part of the Territory, but as far north as Devil's Lake. If the farmer does not get as much ground plowed in the fall as he wishes to sow, he finishes early in the spring, as soon as the frost is out of the ground deep enough to get the plowshare in six inches. Sod breaking is done later, after the crop is sown, and usually occupies the month of June.

If there is no new breaking to do, the summer months are a season of comparative leisure for the Dakota farmer except during the hay-making in July. Harvesting does not begin until late in August and often continues until the middle of September. There is so little wet weather in autumn that there is no hurry and no worry about the threshing. The wheat sheaves are stacked in groups of four stacks, each group being far enough from its neighbors to guard against a general disaster from fire. Around each a fire break consisting of a dozen furrows should be promptly plowed, for the dry stubble may be ignited by the match of a careless smoker or the sparks from a locomotive. Threshing is often prolonged into the winter. Indeed, if the stacks stand until spring there is not likely to be any harm done to the dry, hard kernels of the grain. The Dakota wheat, it should be remembered, is not the soft, starchy wheat of more southern latitudes, but a small hard berry, rich in gluten and well protected by its husk.

Very few farmers have granaries to store their wheat in. They haul it immediately from the thresher to the nearest elevator on the railroad. As they get more forehanded they build barns with wheat bins in the Eastern fashion, but most settlers in a new country begin with very little means and have little money to spend on improvements. It pays to hold winter wheat and wait for the best price of the year, instead of rushing it to market when the elevators are overtaxed and railroads cannot furnish cars as fast as they are called for.

Farming is comparatively easy work in Dakota. There are no stumps to pull up, no boulders to remove, no ditching to be done, no rail fences to build and repair. The brown prairie loam is so mellow that a team walks right along with a sulky plow with two plowshares, the driver riding. Sowing is done by drills or broadcast seeders, preferably the former, and the drill that has a roller wheel following each tooth to press the earth down upon the seed is best. Self-binders are universally used for harvesting. The threshing machines are run by portable engines, which burn straw for fuel. Most farmers use bags for the grain, but on the large farms wheat wagons with high boxes are preferred for hauling to the elevators.

If corn is planted—and this is a crop which, though rarely seen in the first years of the settlement of North Dakota, is becoming more and more popular—the planting should be done early in the spring to give the ears as long a season as possible, September frost being the only danger to fear. Potatoes yield enormously and have a remarkable fine flavor. They keep their firmness and taste unimpaired for an entire year. Dakota potatoes were in great demand last fall in Iowa, Missouri and Illinois and the price at Dakota shipping points was from 40 to 45 cents. Barley, oats and rye do well on all Dakota farms. Turnips

and beets give very heavy yields, and are excellent fodder crops. Farmers dig root cellars in the hill-sides at small expense to store their vegetables in.

Stock raising is profitable. The snowfall is so light and dry that cattle and horses graze on the dried prairie grasses a large part of the winter. The number of weeks when it is necessary to feed stock, taking one year with another, is less than in the latitude of Central Illinois. Hay is cut on the swale land around the little lakes and ponds which everywhere abound. Last year a good deal of hay was shipped west to Montana.

Dakota farmers are not over-driven by work. The winter is a leisure season, when there is plenty of time for reading and sociability. Spring work begins about the middle of April. If wheat is the only crop raised, there is very little to do between seed time and harvest, but wheat should not be the only crop. Mixed farming pays best in the long run, combined with stock raising.

What does a Dakota farm cost? If near a railroad station, a quarter section, with 100 acres under cultivation and some small improvements in the way of buildings, is worth ten dollars an acre. Wild land with similar advantage of location can be bought for from four to six dollars. To find good Government land for free homesteads, the settlers must go ten or fifteen miles from a railroad, if he settles east of the Missouri River. West of the Missouri there is homestead land within sight of the Northern Pacific, the only railroad in that portion of the country.

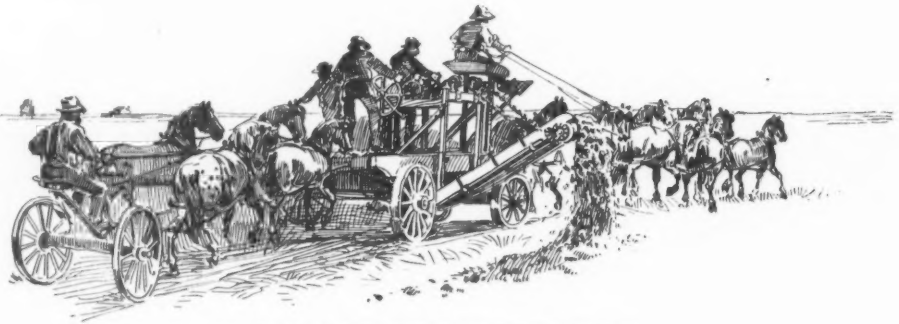
LISBON AND RAMSOM COUNTY.

Ransom County, lying just west of the Red River Valley, is one of the best farming counties in North Dakota. The land is rolling and well-drained and the soil is almost uniformly productive, save a small strip of sand-hills in the southeastern part of the

are already on the ground. Most of the early occupants of the country obtained both a homestead and a pre-emption claim, giving a mortgage to pay the Government for the pre-emption. These were as a rule poor men, who had little or nothing with which to begin life in a new country. They were eager to get all the land they could, but experience has shown them that it is better to own a quarter section free from debt than a half a section with the load of a ten per cent. mortgage on it. Now they are willing to divide with new-comers. A quarter-section of first-class land, with about 100 acres under cultivation, and some small improvements in the way of buildings can be bought for about \$1,000. With the \$1,000 the seller will pay off all incumbrance on his remaining 100 acres, cancel any remaining debts he may owe for his farm machinery, buy a few more cattle, perhaps, fix up his house, and be in every way more comfortable and independent than when trying to hold and work 320 acres. None of these people who are offering to sell cultivated land want to leave Dakota. They are well-satisfied with the Territory and with what they have accomplished, but they are convinced that they will be much better off with less land and no debts.

A farmer from the East or the older West who buys one of these cultivated quarter-sections can go right to work at successful farming at once. If he has another thousand dollars for stock and machinery he is independent from the start. He can keep out of debt and he ought to be able to save a few hundred dollars every year. With an investment of two thousand dollars he is in a better condition for success than he could be with five or six thousand in States as far east as Illinois or Indiana. He will not have to work nearly so hard and he will have more to show for his labor and investment at the years' end.

Lisbon people say that their town never had a backset. Its growth has been steady and solid. It



A ROAD-MAKING MACHINE AT WORK IN DAKOTA.

county. The Sheyenne River makes a long loop in the country running south and then making a bend to the northeast. Its handsome valley is wooded with oak and cotton wood and bordered by gently sloping hills. The stream affords a number of good water powers, and its timber belt is a valuable resource for fuel for the settlers. The wheat crop has never failed in Ransom, or been seriously short in the record of five years farming that the county can now show. This last year it averaged about 17 bushels to the acre. With careful culture some farms yielded as high as 25 bushels. Good yields or small yields appear to be a matter of thorough or lax farming. Those farmers who tilled their ground as carefully as every farmer in the East thinks necessary harvested heavy crops. A good deal of Indian corn was raised the past season, the bottom lands along the river being peculiarly well adapted for this crop. The government lands in Ransom are all taken and the railroad lands have nearly all been sold—mainly to non-residents, who hold them at prices ranging from five to ten dollars an acre. This is cheap enough and there is no reason why further settlement should be retarded by the fact that the N. P. grant stretches across the country. Perhaps the best chances for new settlers, however, will be found in buying out a part of the holdings of the settlers who

has a pleasing situation in a sheltered nook in a bend of the Sheyenne, and the groves on the bank of the river form a pretty natural park. A suburb sprang up very rapidly near the station when the railroad reached the place in 1883, but did not long disturb the older business centre half a mile away. Now the new growth is fast closing up the gap between the north and south ends of the town with dwellings. Notable improvements since the last visit of the NORTHWEST MAGAZINE car in the summer of 1886 are a handsome Episcopal church built of the prairie boulders, a large school house, a brick hotel and numerous comfortable dwellings, which show by their size and style that their owners have found Dakota a good place for enterprise and are on the broad road to prosperity.

LISBON BUSINESS NOTES.

The First National Bank of Lisbon, successor to the Ransom County Bank, organized in 1883, has a paid up capital of \$50,000. Its officers are R. S. Adams, President; B. M. Frees, Vice President and H. K. Adams, Cashier. Adams & Frees organized the Ransom County Bank and changed it to a National Bank in April, 1887. They still continue as a firm in negotiating loans and as proprietors of Adams & Frees' addition to Lisbon, which comprises the finest residence portion of the town, overlooking the

NEVADA. Area Square Miles.....109,749 Miles of Railroad.....364 Post Offices.....187 Population.....65,558 Support of Public Schools.....\$165,012 Number of Newspapers.....29	DELAWARE. Area Square Miles.....1,950 Miles of Railroad.....816 Post Offices.....152 Population.....145,000 Support of Public Schools.....\$216,181 Number of Newspapers.....55	OREGON. Area Square Miles.....84,840 Miles of Railroad.....1,350 Post Offices.....500 Population.....176,783 Support of Public Schools.....\$216,180 Number of Newspapers.....67	COLORADO. Area Square Miles.....104,445 Miles of Railroad.....5,545 Post Offices.....490 Population.....164,827 Support of Public Schools.....\$216,180 Number of Newspapers.....125	FLORIDA. Area Square Miles.....54,560 Miles of Railroad.....510 Post Offices.....600 Population.....200,488 Support of Public Schools.....\$216,180 Number of Newspapers.....103	RHODE ISLAND. Area Square Miles.....1,085 Miles of Railroad.....510 Post Offices.....120 Population.....276,581 Support of Public Schools.....\$216,180 Number of Newspapers.....92	VERMONT. Area Square Miles.....9,126 Miles of Railroad.....510 Post Offices.....510 Population.....288,586 Support of Public Schools.....\$216,180 Number of Newspapers.....70	NEW HAMPSHIRE. Area Square Miles.....9,000 Miles of Railroad.....510 Post Offices.....510 Population.....244,504 Support of Public Schools.....\$216,180 Number of Newspapers.....118
NEBRASKA. Area Square Miles.....76,165 Miles of Railroad.....3,787 Post Offices.....1,000 Population.....495,403 Support of Public Schools.....\$216,180 Number of Newspapers.....876	WEST VIRGINIA. Area Square Miles.....24,645 Miles of Railroad.....1,150 Post Offices.....1,531 Population.....418,457 Support of Public Schools.....\$216,180 Number of Newspapers.....188	CONNECTICUT. Area Square Miles.....4,045 Miles of Railroad.....876 Post Offices.....475 Population.....292,700 Support of Public Schools.....\$216,180 Number of Newspapers.....165	MAINE. Area Square Miles.....29,095 Miles of Railroad.....1,050 Post Offices.....1,044 Population.....448,588 Support of Public Schools.....\$216,180 Number of Newspapers.....141	MINNESOTA. Area Square Miles.....79,500 Miles of Railroad.....4,555 Post Offices.....1,193 Population.....780,778 Support of Public Schools.....\$216,180 Number of Newspapers.....885	ARKANSAS. Area Square Miles.....52,645 Miles of Railroad.....5,105 Post Offices.....1,516 Population.....302,525 Support of Public Schools.....\$216,180 Number of Newspapers.....156	CALIFORNIA. Area Square Miles.....155,900 Miles of Railroad.....8,515 Post Offices.....1,850 Population.....964,694 Support of Public Schools.....\$216,180 Number of Newspapers.....414	MARYLAND. Area Square Miles.....9,500 Miles of Railroad.....510 Post Offices.....510 Population.....951,543 Support of Public Schools.....\$216,180 Number of Newspapers.....171
LOUISIANA. Area Square Miles.....68,420 Miles of Railroad.....1,300 Post Offices.....400 Population.....320,846 Support of Public Schools.....\$216,180 Number of Newspapers.....120	SOUTH CAROLINA. Area Square Miles.....52,170 Miles of Railroad.....1,319 Post Offices.....904 Population.....395,677 Support of Public Schools.....\$216,180 Number of Newspapers.....95	KANSAS. Area Square Miles.....81,700 Miles of Railroad.....1,300 Post Offices.....1,182 Population.....304,006 Support of Public Schools.....\$216,180 Number of Newspapers.....285	NEW JERSEY. Area Square Miles.....7,455 Miles of Railroad.....1,300 Post Offices.....1,182 Population.....1,181,116 Support of Public Schools.....\$216,180 Number of Newspapers.....296	MISSISSIPPI. Area Square Miles.....66,800 Miles of Railroad.....5,094 Post Offices.....1,182 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....170	ALABAMA. Area Square Miles.....51,540 Miles of Railroad.....5,208 Post Offices.....1,182 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....166	WISCONSIN. Area Square Miles.....64,450 Miles of Railroad.....1,300 Post Offices.....1,182 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....422	NORTH CAROLINA. Area Square Miles.....49,500 Miles of Railroad.....1,300 Post Offices.....1,182 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....162
VIRGINIA. Area Square Miles.....69,125 Miles of Railroad.....5,784 Post Offices.....2,000 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....215	GEORGIA. Area Square Miles.....59,990 Miles of Railroad.....5,256 Post Offices.....1,515 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....281	TENNESSEE. Area Square Miles.....61,740 Miles of Railroad.....5,150 Post Offices.....1,515 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....308	TEXAS. Area Square Miles.....692,390 Miles of Railroad.....7,515 Post Offices.....1,515 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....875	IOWA. Area Square Miles.....55,475 Miles of Railroad.....7,064 Post Offices.....1,515 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....721	MICHIGAN. Area Square Miles.....57,480 Miles of Railroad.....6,520 Post Offices.....1,515 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....609	KENTUCKY. Area Square Miles.....40,000 Miles of Railroad.....5,070 Post Offices.....1,515 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....561	MASSACHUSETTS. Area Square Miles.....8,000 Miles of Railroad.....5,070 Post Offices.....1,515 Population.....1,181,507 Support of Public Schools.....\$216,180 Number of Newspapers.....561
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> </div> <div style="width: 40%; text-align: center;"> DAKOTA </div> <div style="width: 30%;"> </div> </div>							
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> </div> <div style="width: 40%; text-align: center;"> DAKOTA </div> <div style="width: 30%;"> </div> </div>							

24,000,000 ACRES OF GOVERNMENT LAND IN DAKOTA STILL VACANT AND SUBJECT TO HOMESTEAD AND PRE-EMPTION. OFFICIAL MAPS AND PAMPHLETS DESCRIPTIVE OF EVERY SECTION OF THE GREAT TERRITORY, ITS SOIL, CLIMATE, PRODUCTIONS, AGRICULTURE, MANUFACTURING, COMMERCIAL, AND MINERAL. THE GOVERNMENT LAND LAWS, &c. RELIABLE INFORMATION. P. F. MCCLURE, COMMISSIONER OF IMMIGRATION, WYOMING TERRITORY.

DAKOTA
 AREA
 150,932 Square Miles
 POPULATION
 600,000
 MILES OF RAILROAD
 4,246
 NUMBER OF POST OFFICES
 1,039
 NEWSPAPERS PUBLISHED
 IN TERRITORY
 352
 EXPENDED FOR SUPPORT
 OF PUBLIC SCHOOLS 1886
 \$ 1,917,258
 FUNDED INDEBTEDNESS
 (Treasurer's Report 1886)
 \$ 568,700
 CASH IN TREASURY
 Treasurer's Report 1886
 \$ 232,982
 WHEAT CROP 1886
 30,704,000 Bushels
 WHEAT CROP 1887, ESTIMATED 60,000,000 BUSHELS
 ASSESSED VALUATION 1887.
 \$ 157,084,365.
 VALUE OF FARM PRODUCTS 1885.
 \$ 32,430,816.
 CORN CROP 1886.
 15,805,000
 (CORN CROP 1887, ESTIMATED 30,000,000 BUSHELS)
 VALUE OF LIVE STOCK
 \$ 43,195,229
 NUMBER OF PUBLIC SCHOOLS
 3,900
 NUMBER OF SCHOOL TEACHERS
 5,055
 CAPITAL INVESTED IN BANKING
 \$ 10,000,000

Sheyenne River and immediately adjoining the business portion. This firm has been actively identified with every movement for the good of Lisbon.

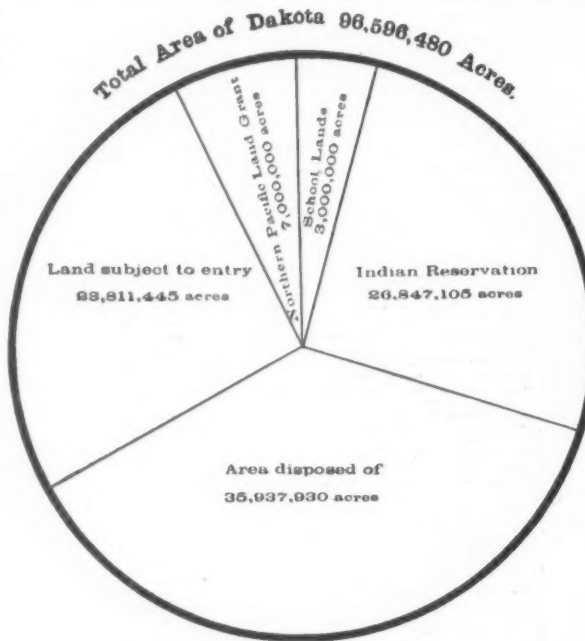
C. D. Austin, a leading Lisbon attorney, makes profitable investments for non-residents in the form of real estate loans. Mr. Austin owns considerable town property near the railroad station, in the line of the steady growth of the business section. The two Lisbon weeklies, the *Star* and *Gazette*, have a field large enough for both without crowding each other, and show signs of prosperity and influence. They make county politics lively with their controversies and give the town a wholesome amount of competition in journalism. The citizens would not want to spare either of them.

THE DULUTH & MANITOBA RAILROAD.

This new line was partly completed in 1886 and finished during 1887 to its terminus at Pembina, Dakota, on the boundary of the Province of Manitoba. Its last rails project a few feet into the Queen's domain. There it is to connect with the Red River Valley road, which the provincial Government has been struggling hard to build the past year against the determined opposition of the Canadian Pacific and of the Canadian Government, which appears to be only the great monopoly road under another name. The grade on the Valley road was completed in September, but the C. P. succeeded in blocking all negotiations for the purchase of rails for which it was necessary to sell bonds, until the working season was over. Capitalists interested in the Northern Pacific have since stepped in with offers to take the bonds and unless some fresh complications arise the road will be ironed in the Spring and opened for traffic. Through trains will then be run over it between St. Paul and Winnipeg. The importance of the Provincial end of this new route will be chiefly as a freight line for the wheat of Manitoba to go east by way of Duluth, to escape the exactions of the Canadian Pacific, which up to this time has had the entire traffic of the province securely in its grasp. The Manitoba people keenly feel that they must have competition in transportation to develop the resources of their country, and they will heartily welcome the advent of the Northern Pacific cars to Winnipeg, coming in, as they will, over the road their own authorities have constructed to the boundary.

The first projects for the Duluth and Manitoba grew out of the earnest desire of the people of Red Lake Falls, Minnesota, to secure a railroad. The St. Paul, Minneapolis and Manitoba Company had gone to Crookston, southwest of them and to St. Hilaire, on the northwest, and had left their town, with its magnificent water powers, out in the cold. Mr. J. B. Holmes, a prominent citizen, succeeded in interesting Northern Pacific capitalists in the project. A continuation of the line from Red Lake Falls to Grand Forks Dakota, followed as a matter of course as soon as the project was taken up by experienced men. Grand Forks was a natural halting place for the first season's work,—a convenient half-way point on the way to the terminus at the International boundary. This last year the construction was pushed on to Pembina and the new division of the road opened in time to help move the enormous wheat crop of the Lower Red River Valley.

For its entire length the D. and M. runs through a highly productive and well-settled country. Mr. Frederick Billings, of New York, who is largely interested in it, once spoke of it as a scientific road, meaning that the business it was to do could be calculated in advance and that there were no doubts as



to its being a paying investment. The first President was J. B. Holmes, who was succeeded by Crawford Livingston, of St. Paul, when the extension into Dakota was begun. The stations on the road and their respective distances from Winnipeg Junction, Minnesota, (251 miles from St. Paul,) where it joins the main line of the Northern Pacific, are shown in the following table:

Winnipeg Junction, population 200	
Hitterdale.....	6 miles
Ulen, population 100.....	13 "
Twin Valley, population 200.....	20 "
Heiburg.....	27 "
Gary.....	34 "
Fertile, population 250.....	45 "
Tilden.....	57 "
Red Lake Falls, population 1,500.....	69 "
Huot.....	78 "
South Euclid.....	87 "
Buffington.....	91 "
Keystone.....	93 "
Rockwood.....	95 "
Crowell.....	101 "
Sullivan's.....	103 "
East Grand Forks, population 500.....	105 "
Grand Forks, population 7,000.....	106 "
Kelly's.....	117 "
Meckinock, population 50.....	123 "
Beans.....	128 "
Gilby, population 150.....	132 "
Johnstown, population 100.....	136 "
Forest River, population 150.....	141 "
Voss.....	146 "
Grafton, population 3,000.....	155 miles

Salt Lake.....	162 miles
Drayton, population 350.....	171 "
Bowesmont, population 50.....	180 "
Joliet, population 50.....	180 "
Pembina, population 1,000.....	200 "

FROM ST. PAUL TO PIPESTONE.

The St. Paul man can make many trips in different directions over the numerous railroads that diverge from the city, everyone of which will impress on his mind the immense and varied resources of the imperial domain annexed to St. Paul by bands of iron and steel. The trip over the Omaha road from St. Paul to Pipestone is one of these.

The beauty and fertility of the valley of the Minnesota is well known. The prairie region beyond, boundless to the eye and almost so in reality, is wonderfully fertile. Its capacity for the production of grains, grasses and vegetables is unlimited. A fair wheat country, and producing good crops of barley, rye and buckwheat, while the yield of oats is incredibly large, and blue grass and timothy flourish everywhere. It seemed to me that this region might almost supply the world with timothy seed and flax seed. It is a great country for dairying, and raising horses, and, in fact, all kinds of stock. I never saw as many stacks of grain from a single point of view as I saw when standing

"On the Mountains of the Prairie,
On the great Red Pipestone Quarry,"

where the Indians still come to get the precious material for their pipes.

Land is still very cheap over all this beautiful region, and a large part of it is yet unbroken prairie. When it is all brought under cultivation, as it will be before many years, the aggregate of crops and domestic animals will be enormous. About fifteen miles west of Pipestone City the Big Sioux River meanders through one of the most beautiful sections of Dakota. The planted groves already make the older neighborhoods look like a timbered country.

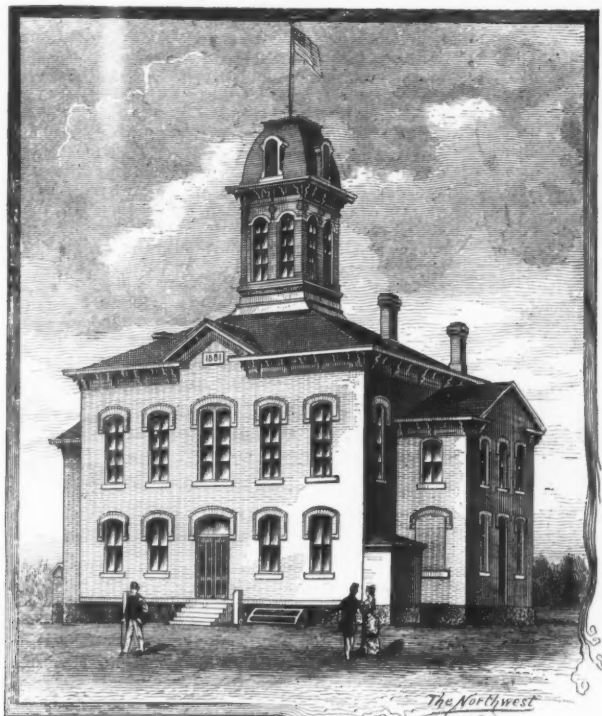
I did not intend to describe this vast region of beauty and wealth present and prospective; I merely mention it.

J. W. BOXELL.

Smalley's NORTHWEST MAGAZINE is the best encourager of immigration we know of. It is vastly improved and if all the coming numbers are equal to that for the current month the legislatures of the Pacific Coast States and Territories should provide a fund for purchasing five thousand copies monthly. If there had been that number of the last issue at the North Pacific Display at the American Exhibition in London, the past summer, we are satisfied that it would have brought hundreds more here than have already been induced to look this way.—Walla Walla Statesman.



HAULING WHEAT TO MARKET IN DAKOTA.—[From a sketch by Will S. Horton.]



COURT HOUSE AT PEMBINA, DAKOTA.

PEMBINA, ITS HISTORY AND SURROUNDINGS.

Close to the point where the Red River of the North crosses the boundary line between the United States and the Dominion of Canada stand four towns commonly spoken of in the talk of the region as the "Four Corners." On the American side of the line are Pembina in Dakota and St. Vincent in Minnesota, facing each other across the deep gorge through which the river flows, and about three miles distant, in Manitoba, are West Lynne and Emerson. Of the American towns that on the western side of the river is much the more prosperous; but in Manitoba this is reversed, the east bank town of Emerson being the centre of trade, while West Lynne is partially abandoned. The good farming country is mostly on the western side of the river, but the two bridges at Emerson and the Canadian Pacific branch road running to Winnipeg have enabled that place to hold the trade of both banks. There is only a ferry between Pembina and St. Vincent, and although St. Vincent has had a railroad to St. Paul for over six years, while Pembina was first entered by a locomotive in November last, the old Dakota town has never been much disturbed by its young Minnesota neighbor. If the "Four Corners" could be concentrated into one town they would form a smart place of about 3,000 inhabitants, but the international boundary and the Red River prevent any concentration of trade.

Pembina was left badly in the lurch by the railroad construction of the early part of the present decade; in fact it was stranded between the two main lines of the St. Paul, Minneapolis & Manitoba road. The Minnesota line kept on the east bank of the Red River and built up the rival town of St. Vincent, while the Dakota line, also running to the boundary to meet a branch of the Canadian Pacific, ran back in the country some fifteen miles distant, terminating on the frontier at Neche. Thus the old historic town of the Northwest was completely isolated from all railroad transportation, and it so remained until the Duluth & Manitoba road, a branch of the Northern Pacific, reached it in November. Now the place has a chance to make the most of its fine situation for trade and its superb agricultural resources. In all Dakota there is no better county for wheat raising than the county of Pembina, and it is well-settled with successful farmers,

there being no railroad land grant to delay the occupancy of the soil. Pembina, at the junction of the Red and Pembina Rivers, is the natural town-site of the region, as was well understood by the Earl of Selkirk's colonists as long ago as 1801 when a settlement was established there in the belief that it was British Territory. The Scotch colonists did not abandon the place until, many years later, Major Long's survey showed that it was American soil. Then the Northwest Fur Company occupied it with a post and its rival, the Hudson Bay Company, established their station close up to the new line.

It seems odd to find a town with a history here in the new Northwest, but Pembina is a half a century older than St. Paul and Minneapolis. As long ago as 1805 a census of the Red River settlements showed a white population of 1,610 men, 405 women and 600 children. The old route for the transportation of furs and goods was by batteaux from Montreal to Fort William, on Lake Superior, near the present town of Port

Arthur, and thence by the lakes and rivers and portages to the Red River. When settlements were made on the Upper Mississippi the route of frontier commerce was changed, and long trains of Red River carts, a vehicle built of wood and raw hide without any iron, set out in the spring loaded with furs for St. Cloud, Minnesota, and returned in the fall with goods destined for all trading posts as far west as the Assiniboine and the Saskatchewan. Later came the era of steamboats on the Red River, which connected with the trains of carts at Georgetown, and

site of Chicago had not been marked by a surveyor's stake.

With nearly a century of history back of it, brightened by many traditions of daring and adventure, and with the most attractive natural situation for a town in the Red River Valley, Pembina has at last obtained that essential factor of modern progress, a railroad. Is it any wonder that her people are enthusiastic, and that they should look forward to a large and immediate growth of business and population? The coming year will be sure to give the place a decided advance on all lines of progress. Already there are projects for brick blocks to replace the old wooden stores, which are fairly overflowing with the goods the merchants are obliged to crowd into them to meet the demands of their increasing trade. An extension of the D. & M. Railroad, to start at Pembina and run west through the rich country, bending a little to the south so as to keep about ten miles from the International boundary, is much talked of. The idea is a good one, and the road would be immediately profitable for forty or fifty miles and could be pushed on from year to year as settlement advances westward.

The present population of Pembina County is about 15,000. About 2,000 of the people are of French extraction, and many of these have some admixture of Indian blood. The town is nearly half French and one hears as much French as English spoken in the stores and on the streets. There are nearly 2,000 Icelanders in the county. These people speak the old Norse language, which resembles the Norwegian about as much as the English of Chaucer does the English of to-day. Most of them were brought from Iceland by the efforts of the colonization bureau of the Manitoba Government. They were originally located on the shores of Lake Winnipeg with the idea that they would want to live where they could catch fish. The land was sterile or swampy, and they speedily became dissatisfied and moved to the rich Dakota prairie. As new parties of immigrants arrived in Manitoba from Iceland delegates from the Pembina settlements went down to visit them and told them how much better the country was on the United States side of the boundary. The result has been that the money and effort Manitoba has expended to secure Icelandic colonists has worked for the immediate benefit of Pembina County. These people are delighted at the change from their frigid and sterile island to the fertile prairies and wooded streams of the Red River Valley.

The most conspicuous buildings of Pembina are the court house and public school house, both handsome brick structures. The Winchester Hotel is the largest building on the main street. It is three stories high, well-built of brick and well equipped throughout, and heated by steam. The proprietor is J. W. Winchester. This house would do credit to a much larger town than Pembina. There are many comfortable residences, one of which, the house of L. E. Booker, standing in a picturesque situation overlooking the two rivers is illustrated in this article. Two of the churches, the Methodist and Presbyterian are handsome edifices.

The financial institution of the place is the First National Bank with a capital of \$50,000. Its officers are L. E. Booker, President; J. La Moure, Vice-President; G. W. Ryan, Cashier; J. K. Musselman, Assistant Cashier; Directors, L. E. Booker, Judson La Moure, O. H. Johnson, J. Bookwalter, T. C. Shaw, H. L. Holmes, H. Charlton.

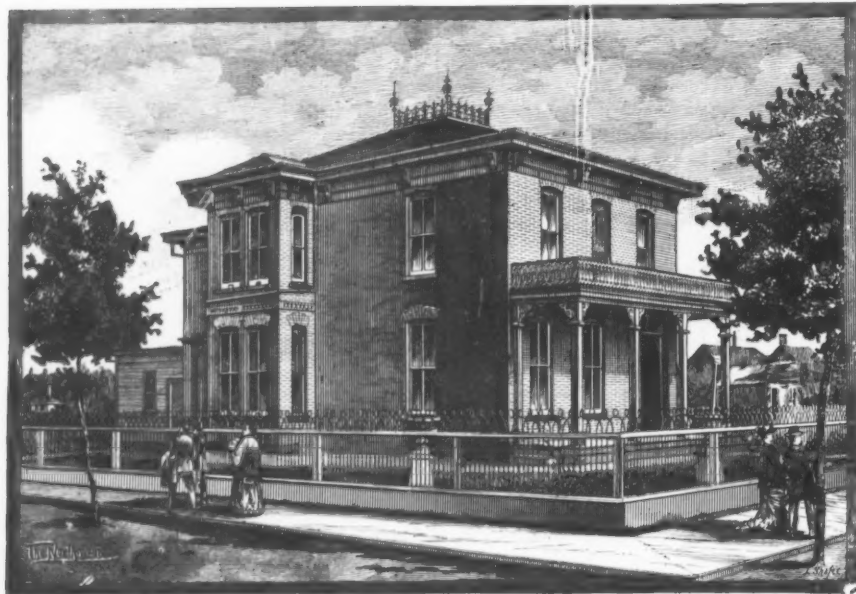
The Pembina *Pioneer Express* is the only newspaper, and well occupies its field, giving careful attention to the local news of the county and of the adjoining districts in Manitoba and Minnesota. It is notably well printed and shows conscientious and earnest editorial work. The proprietors are Wardwell and Thompson.

The North Dakota Milling and Elevator Company, owning a 150-barrel flouring mill in Pembina, and a large elevator just across the river in St. Vincent, with a capacity of 150,000 bushels, is the most important business concern in the town. Its officers are



HON. JUD. LA MOURE, OF PEMBINA.

ran down to the Pembina settlements and on to Fort Garry, where Winnipeg now stands. The reader will see that in describing Pembina I am not writing of a new prairie town, proud of its four or five brief years of growth, but of a place that is as old as Cincinnati, or Cleveland, or Buffalo, and that had its traders and farmers when all Ohio was a wilderness, and the



RESIDENCE OF L. E. BOOKER, PEMBINA.

H. Charlton, President; L. E. Booker, Vice-President; E. M. Nixon, Secretary and Treasurer.

About a mile above the town, on the the bank of the Pembina River, stands Fort Pembina, a military post occupied by two companies of infantry. Its numerous buildings have an imposing appearance when seen across the prairie.

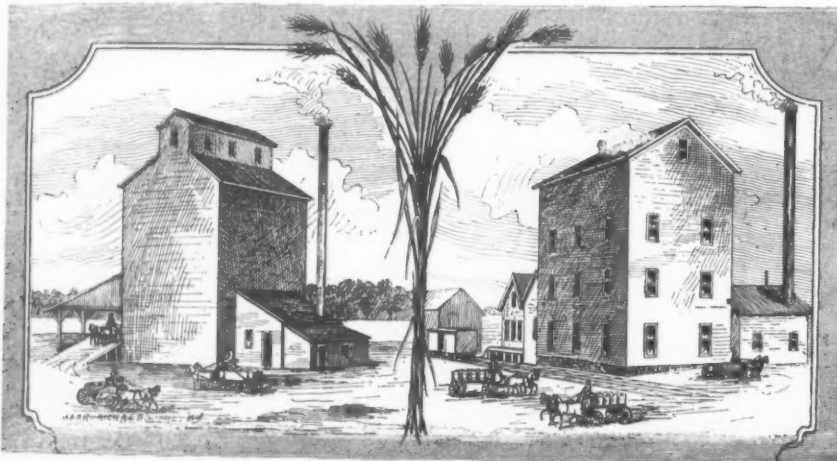
THE NORTHWEST is indebted to Charles Cavileer, one of the oldest living settlers of Pembina, for the following interesting scraps of early history copied from an unpublished manuscript in the library at Ottawa, Canada, being the journal of Alexander Henry, an officer of the Northwest Fur Company, who lived in the Red River and Saskatchewan districts from 1799 to 1811. The extracts from the journal relate only to his residence at Pembina and Park River and his journeys in the Red River Valley. It will be observed that he calls Pembina "Panbian." The name is derived from an Indian word meaning high cranberry bush. Probably it did not get its present English orthography until about 1810.

Notes and Extracts from a "Journal by Alex. Henry."

The author of this Journal from 1799 to 1811 in the Red River and Saskatchewan districts was an officer of the Northwest Fur Company. The following notes relate only to his residence at Park River and Pembina, and his journeys in the Red River Valley and are from an unpublished manuscript in the library at Ottawa.

1800.

Henry is ascending Red River from Lake Winnipeg in



MILL AND ELEVATOR OF THE NORTH DAKOTA MILLING & ELEVATOR CO., PEMBINA.

the month of August, 1800, mentions "Sault La Biche," St. Andrews Rapids; next Frog Port; next Riviere la Seine.

18th August.—Arrived at the "Forks," Assiniboine and Red Rivers.

19th of August.—Sorted goods, part being for Portage la Prairie and part for Red River. Upon this spot in the time of the French there was a trading establishment; traces of chimneys and cellars still to be seen. I am also informed that there was at the same time a chapel and a missionary here for several years, but I don't believe they ever made much progress towards civilizing the nations. This was a place of great resort for the nations many years ago in 1781-2, and at the time the small pox made such havoc in this country many hundreds of men, women and children were buried here. The banks of the river are covered with willows on both sides, which grow so very thick as scarcely to admit going through. Adjoining this, there is commonly a second bank, but of no height, which is covered with large wood such as elm, poplar, whitewood, ash and oak. Found two bands of Ojibways, who left Leech Lake in 1789-90. They (the Ojibways) were certainly in a great state of alarm when we arrived at the Forks, and had even made a sort of intrenchment by digging deep holes in the ground of several yards in length for the security of their women and children and for themselves.

At the Sale River.—In winter the buffalo resort here (between the Assiniboine and the Sale in the heavy brush) to shelter themselves from the severe storms and cold weather.

22d August.—The men found great quantities of fruit, plums, three varieties, panberries and great grapes. At Riviere aux Gratius, Scratching River, buffalo plenty, plains covered with herds, the river beach trod hard, the willows beaten down, the bark rubbed from trees and paths from the prairies in all ways. Riviere aux Gratius takes its rise in the Hair Hills under the name of the



WINCHESTER HOUSE, PEMBINA.

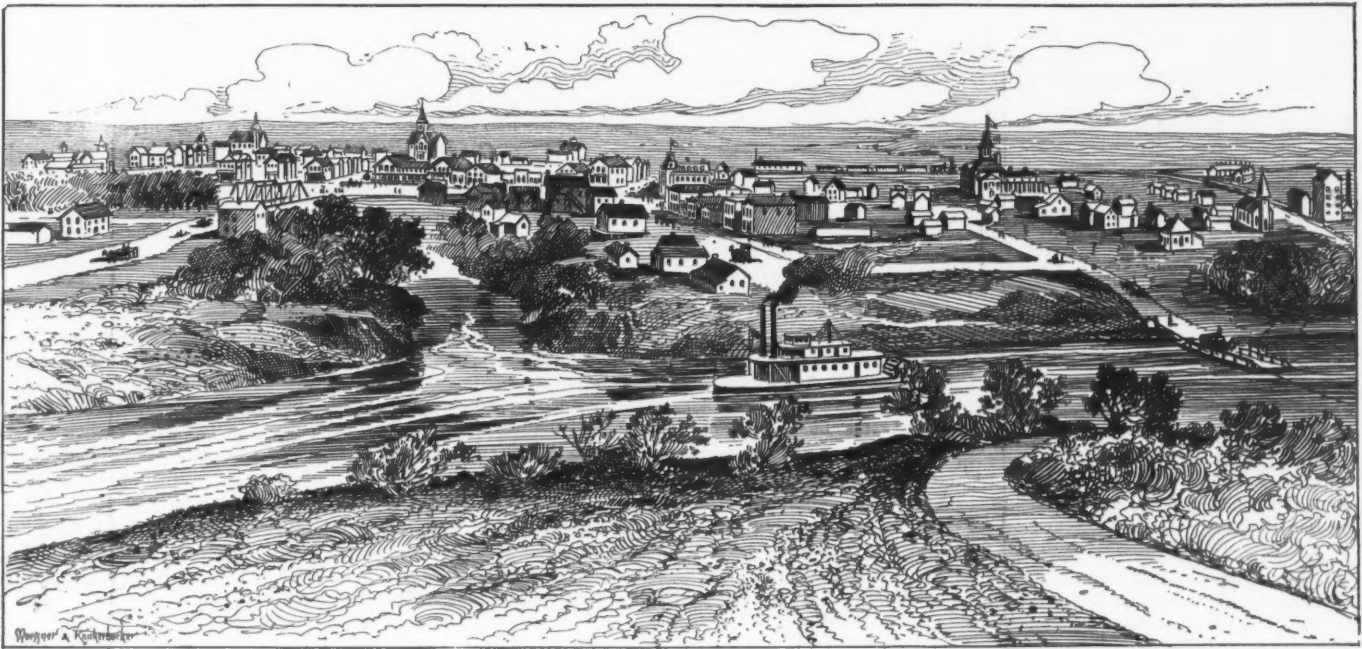
Riviere aux Ilettes de Bois, and is divided into three branches before leaving itself in a swamp from where it issues in two streams for twenty-five miles before coming together.

August 28th.—At Plum River. As a sample of a morning hunt on the river bank while the party paddled up the canoes, some few Indians had killed eight fat buffalo cows, three red deer and four bears near the river.

September 1st.—We take a great number of fish daily, lakashe and catfish. Sturgeon are continually jumping.

September 5.—We came to the Panbian River and crossed over to the old fort which was built in 1797-8 by Mr. Chabollier opposite to the entrance of the river. On the east side of the Red River is the remains of an old fort, built by Mr. Peter Grant some years ago and was the first establishment ever built on the Red River.

The Panbian River takes its rise out of the Ribbon Lakes or Lac du Pia Cotte, a chain of lakes running about E. S. E. on the western side of the Hair Hills. Its first course is about E. for many leagues. The valley through which it runs is about two miles broad bounded by high hills which are partially covered with woods. It then takes a south bend for about the same distance, when it again turns to the east and enters the great level meadows where its banks are well lined with large wood even until its junction with the Red River, receiving in its course the Tongue River which comes from the southwest receiving its waters from several branches that are supplied by small lakes on the Hair Hills. These two



GENERAL VIEW OF PEMBINA, DAKOTA, FROM THE OPPOSITE SIDE OF THE RED RIVER.—[From a sketch by John Passmore.]

streams join about two leagues before they empty in the Red River.

Near Two Rivers.—Still ascending Red River. The buffalo extended in vast herds as far as the eye could reach. Here has been the great crossing place of the buffalo.

September 8.—Arrived at Park River—where a post was erected.

1801.

March 31st.—Ice moved out. Game of all kinds abundant.

April 1st.—River clear of ice, but drowned buffalo drifting down by entire herds.

April 11th.—Buffalo as usual very numerous, and are now mostly attended by their young calves of this spring.

May 17th.—I went up to the Panbian River on horseback to find a proper spot for building. I got there at 12 o'clock, crossed over the Red River with Desmarais and planted my potatoes (thirty small ones brought from Portage la Prairie) and sowed a few garden seeds where Mr. Grant's fort had stood. We came back, and after examining the ground we pitched on the north side of the Panbian River on the point of land between that and the Red River, about 100 paces from each. The ground was so encumbered with fallen trees of very large size and the underwood so intricate, that we could not see ten yards before us—however I drew out the plan as soon as possible. Between this spot and the plains on the west are great numbers of fine large oak trees very proper for building, and on the north side between this and a small rivulet there are plenty of fine large white wood proper for flooring and covering. The stockade must be hauled from some distance below where there are fine patches of poplars. This being settled, I remained here for the night and slept in the old fort on the south side.

August 22nd.—Fort at Panbian completed.

September 6th.—Bras Court's daughter died, aged nine years, great lamentation, and must have a keg of liquor to wash away the grief from their hearts and a fathom of cloth to cover the body and a one-fourth lb of vermilion to paint the same.

October 3rd.—I took my potatoes out of the ground, one and one-half bushels. The horses have destroyed my other vegetables.

October 10th.—I went to the Hair Hills in company with Mr. Cameron and found M. Langlais had built about three leagues higher up than our house of last winter, exactly at the foot of the steep sandy banks, where the river first issues out of the mountain. A few Assiniboines, Crees and Sonnats now began to come to our house at the mountain to trade.

October 27th.—Cournoyer of X. Y. started off with four men to the Hair Hills to build near Mr. Langlais.

Neither of my neighbors have a horse, all their transportation is on their men's backs. The H. B. Company people started to build at the Grand Passage on the Panbian River. I sent off to the Hair Hills for white earth to whitewash my houses.

November 7th.—Red River frozen over.

1802.

March 7th.—We made a *feu de joie* with the H. B. Co. The houses at the Grand Passage burnt and their baggage, and roasted about ten buffaloes in their store house—fine sport for the wolves and crows.

March 12th.—Pierre's wife was delivered of a daughter, the first new fruit in this fort and a very black one.

April 15th.—I sow some garden seed.

May 21st.—A small canoe arrived from Portage la

Prairie, brings a few potatoes for seed.

May 24th.—Cabbage appeared out of the ground.

[Henry absent on a trip to Grand Portage, Lake Superior until Sept 4th.]

September 4th.—Panbian Fort. The Indians anxiously waiting for my arrival to taste the new milk—what they generally call rum when speaking in a ceremonious style. New sort of cart, about four feet high and perfectly straight, the spokes being placed perpendicularly without the least bending outwards and only four in each wheel. These carts will carry about five persons and drawn by one horse.

1803.

May 12th.—Beaupre was desirous I should take his second daughter, saying one woman was not sufficient for a chief, and that all great men should have a plurality of wives—the more the better, provided they were all of the same family. In this he gave me a striking example in himself, as he had four wives at that time.

June 6th.—I transplanted 500 cabbage plants.

[Another summer trip by Henry to Grand Portage.]

September 20th.—At the Forks again. I sent the Indians off hunting Moose and Red Deer and Bears. I sent a hunter out to the Petit Montagne de Roche, who returned with the meat of four cow buffaloes.

October 3rd.—M. Langlais started for Hair Hills.

[Here follows laughable descriptions of train—"a string near a mile long like a large band of Assiniboines."]

October 19th.—I took my vegetables up—300 large head cabbage, eight bushels carrots, sixteen bushels onions, ten bushel turnips, some beets, parsnips, etc.

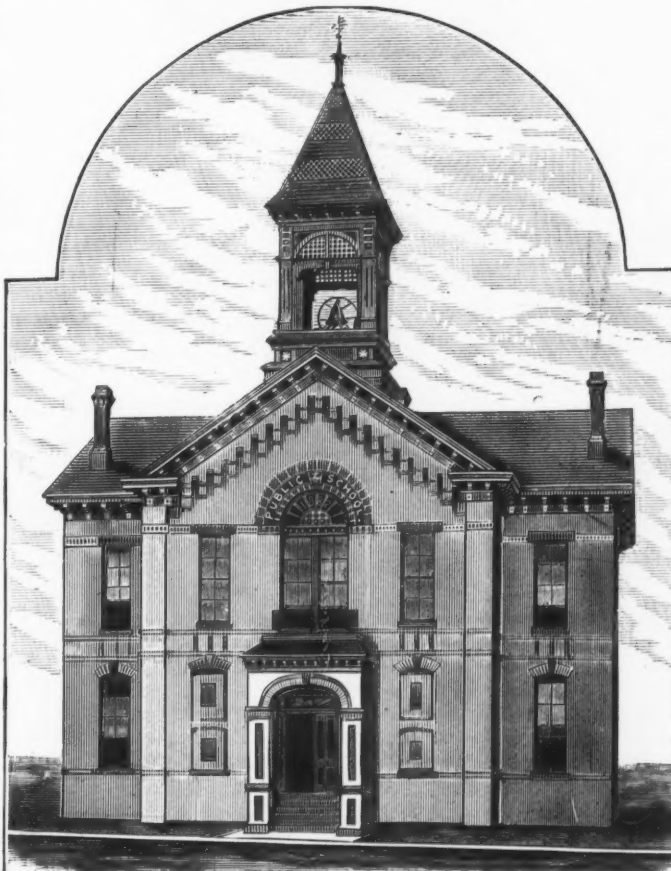
[*October 20th.*—I took in my potatoes, 420 bushels, the produce of seven bushels, exclusive of the quantity we have eaten since our arrival here and what the Indians must have stolen which must be at least 200 bushels more. I measured the circumference of an onion, which was twenty-two inches. A carrot eighteen inches long and at the thick upper end it measured 14 inches in circumference. A turnip with its leaves weighed twenty-five lbs; the common weight of them are from nine to twelve lbs without the leaves.

1804.

April 2nd.—My men are employed some making wheels, others carts, others sawing boards and squaring timber, some making nails, some making soap, others sturgeon nets and smoking tongues—and the most active and capable are gone along with the Indians to hunt beaver and take care of the furs.

April 4th.—Red River was clear of ice.

April 20th.—Started for Lake Superior.



PUBLIC SCHOOL BUILDING, PEMBINA.

CROP, OCTOBER 1804.

1000 bushel potatoes produce of 21 bushels.	25 bushel carrots.
40 " turnips	10 " cucumbers.
20 " parsnips	5 " squashes.
2 " melons	
10 " Indian corn	
200 large heads cabbage, 300 small cabbage.	

1805.

During the fall the Sioux killed some Salteaux on the Tongue River, including Henry's beau pere and belle mere. Crees, Assiniboines and Saulteaux made a great war party from Panbian, but did not get any Sioux. Henry, to be out of the way, went down the river to the "Forks" of Assiniboine and Red River. Were ten days amusing ourselves fishing and hunting wild fowl and getting fruit. We caught sturgeon and all other kind of fish peculiar to the river in great abundance. Wild fowl were plenty about the river—abundance wild plums. During our stay here we took a number of excellent white fish in our nets.

October 6th.—We all arrived at Panbian river and found the H. B. people building and about eighty Indians anxiously waiting my arrival in expectation of getting as much rum as usual, but they were mistaken. I immediately drew up an agreement with M. Miller and divided our Indians—taking good care to keep the best hunters for myself, and settled matters so as to keep them in due order and prevent their cheating us. Not noticing flatery, threats or petitions Henry would not give out any liquor without returns.

November 18th.—A buffalo walked in at the open gate in the morning, and was killed in the fort (Panbian). White population—14 districts—1610 men, 406 women, 600 children. Indians—7,502 men, 16,906 women, children 52,871.

1806.

Henry made a trip westward as far as Missouri.

July 10th.—At Portage la Prairie have an excellent garden, and well stocked with potatoes, carrots, corn, onions, beets, parsnips, turnips, etc., all in great forwardness and order. Cabbages and melons do not turn out so well as at Panbian river. The soil here is too dry and sandy.

1807.

March 22nd.—I got a carriage made for my cahoon—(likely cannon).

March 24th.—Having bought a cock and two hens in last summer from Fort William, one of the hens died last fall and the other begun to lay eggs to-day.

April 11th.—River clear of ice—very early spring.

May 8th.—Out of twelve eggs my hen hatched eleven chickens.

May 10th.—In the course of twenty-four hours, we caught 120 sturgeon in our net, weighing from sixty to 150 lbs each.

June 10th.—Great swarms of grasshoppers.

1808.

July 30th.—The first trip made by carts on East Side of Red River.

Provisions destroyed (eaten?) at the Panbian Fort from September 1st, 1807, to July 1st, 1808 by seventeen men, ten women, fourteen children, forty-five dogs.

112 cow buffaloes, killed Sept. 1 to Feb.	45,000 lbs.
35 bull "	18,000 "
3 red deer, autumn.	900 "
3 bears, winter,	460 "

Total 64,365

Four beavers, three swans, one crane, twelve geese, thirty-six ducks, 1,150 fish (doree, suckers, pike, lackasbe, taken in two nets under ice from Nov. 15 to April 1.) 775 sturgeon from fifty to 120 lbs each, 410 lbs grease, 140 beat (powdered) meat, 325 bushel potatoes and other vegetables.

THE BOA CONSTRICTOR MORTGAGE.

We heard a young man cursing Dakota Saturday. He had renewed a chattel mortgage and after payment of enormous interest he had been fool enough to pay a ridiculous attorney fee. Why did he curse the country? Why was it Mr. B—? Is it because the country is a failure or you are a fool? Your neighbor—came here with \$500 and is rich to-day. His farm is paid for, his cattle are numerous and fat, his grain is in the granary because it was not forced upon the market by the weight of a mortgage. You came here with the same amount of money. His farm is only a half a mile from yours. The country must be all right. You have simply acted the fool. You knew when you signed that mortgage that the interest was enormous and the attorney fee ridiculous. How many such mortgages have you signed since you have been here? Don't know! Ah, ha! You thought a mortgage was a sort of harmless humming bird arrangement did you? Well it isn't; it is a double and twisted Anaconda and Boa Constrictor all in one, and five per cent. a month has enough strangling power to crush a Vanderbilt or Rothschild. You wouldn't have signed that note in Michigan; you wouldn't have

incurred half of the debts there. You would have bought less machinery and been more particular about the price. In Michigan your \$500 would have broken 200 acres of land; here the first year it broke 200 acres, built a house, barn and granary, bought a sulky plow, seeder, mower, harvester and binder, and a hundred other things. Young man, instead of cursing Dakota you ought to thank God that the fool killer did not gather you in years ago.—*Cooperstown (Dak.) Courier.*

CRAWFORD LIVINGSTON.

Crawford Livingston, president of the Duluth & Manitoba Railroad, was born in New York City, in 1848. His father was Crawford Livingston, who was the founder of the American Express Company and the builder of the first line of telegraph in the State of New York—from Albany to Buffalo. Johnston Livingston, long a director in the Northern Pacific Railroad, and a prominent financier, is his uncle. Mr. Livingston was educated in Burlington, New Jersey, and the Albany, N. Y., Academy. He entered business life very young, and long before he had attained his majority was a member of the firm of White, Livingston & Kendrick, stock brokers of Broad Street, New York. He gave up the brokerage business on account of ill health and for two years was



CRAWFORD LIVINGSTON, PRESIDENT DULUTH & MANITOBA RAILROAD.

Deputy Treasurer of the State of New Jersey. Returning to his former occupation he was again compelled to relinquish it, and hearing of the beneficial effects of the Minnesota climate in cases of weak lungs he went to Minnesota and engaged in railroad-ing on the Winona and St. Peters road, then under the management of Gen. Sprague. He was general purchasing agent and afterwards general ticket agent.

Removing to St. Paul Mr. Livingston engaged in banking and insurance, organized the District Messenger Company, stated the First National Bank at Livingston, Montana, and became largely interested in railway construction. He was associated with A. B. Stickney in that gentleman's first enterprises and is now a director in the Minnesota & Northwestern. He was also interested in the Wisconsin, Minnesota & Pacific, another Stickney road, and in the Minneapolis & St. Louis. He bought the St. Paul gas works about two years ago and sold them to M. S. Frost, serving for a time as vice-president of the company. In 1885 in connection with W. R. Merriam he bought the grade of the James River Valley road, in Dakota, completed the line and leased it for a branch to the Northern Pacific. About six years ago he incorporated a company to build what is now the Duluth & Manitoba road. The project was slow in moving off, but it kept alive and last year the road was built to Grand Forks, 100 miles from its junction with the Northern Pacific, with great expedition. Mr. Living-

ston then became president of the company and the past season pushed the construction on to the International boundary at Pembina. The road is already earning more than the interest on its cost, and a great deal of rich tributary country can be added to its traffic belt by the construction of a few short branches.

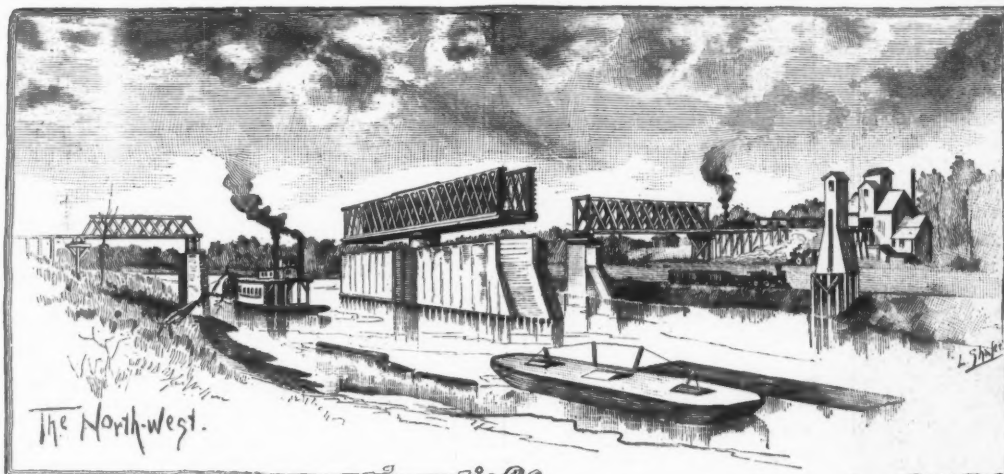
THE IDAHO RUSTLER.

The good rustler in a frontier country will always find a field of enterprise reserved for his triumph. His destiny is upward and his reward is sure to follow. Those who first endeavored to make a strike in Idaho are similar, in most respects, to that class of men who at an early day sought the golden shores of California. Our early settlers were like the men who sailed with Jason in the Argo—they were in search of the golden fleece. They brought their picks and pans and other mining implements, and many of them expected to make a fortune before the snow flew. A few of the successful ones did, and left for other climes; but the great majority remained with a firm determination to "rustle" and see what a little hard work and honest exertion would accomplish. Time rolled on, and mark the change. Our Territory now numbers nearly 100,000 people, our mines are assuming a prominence second to none in the land, while our recent discoveries are so wonderful that they are almost unparalleled. Our mining camps are assuming the proportions of large and important cities, while the agricultural sections of our Territory are steadily and rapidly increasing. They are now clothed with grain and grass instead of weeds and cactus. The fine cow has taken the place of the antelope and the school-house occupies the location of the Indian tepee. These reflections are pleasing to the hardy pioneer. He looks for the wilderness, and in its stead beholds the garden and the orchard; he seeks the mountains and finds them dotted with habitations, the homes of those who wrought this wondrous change. This is all work of the "rustler." The men who came to stay and did remain are reaping a golden harvest.—*Wardner News.*

THE NORTHWESTERN GOLD FIELDS.

Dr. Dawson, Assistant Director of the Geological Survey, who headed the party sent by the Dominion Government to explore the country adjacent to the Alaska boundary, has returned to Victoria. Two of his party, Messrs. Ogilvie and McConnell, will winter in the district, making astronomical observations, which will give data for the establishment of the international boundary. The exploration so far has secured a great deal of geological, geographical, and general information of the country, and indicates that it is far from being the Arctic region it is represented to be. The point from which the doctor turned back was at the junction of the Lewis and Pelly Rivers. It is 1,000 miles north of Victoria. There the flora was found to differ but little from that on the banks of the Fraser. A great deal of open, grassy country exists along the stream tributary to the Yukon. No areas of tundra or frozen swamps, such as are to be met with in the interior of Alaska, were discovered by the expedition. The Doctor's conclusion is that the whole country from Cassian to the vicinity of Forty Mile Creek, on the Yukon River, which (must be near the eastern boundary of Alaska,) yields more or less gold in placer deposits. This would constitute a gold-bearing region fully 500 miles in length by an indefinite width, and which, so far, in comparison to the area, has been very little prospected.—*Scientific American.*

"I'm thinking of building me a house," said Jones to Smith last evening. "Good idea," said Smith; how much money have you?" "About \$3000." "Three thousand dollars; well that will build a very neat \$2,200 house with economy." P. S.—If you ever built a house you will see the point.



DULUTH & MANITOBA RAILROAD BRIDGE ACROSS THE RED RIVER AT GRAND FORKS, DAKOTA.

GRAND FORKS.

The prosperous, progressive city of Grand Forks stands on the Dakota side of the Red River, just opposite the mouth of the Red Lake Falls River, which drains the largest of the Minnesota lakes. These two streams are of about equal size at their juncture. The early French and Scotch explorers, pushing their bateaux up the Red River nearly a century ago, were unable, when they came to this point, to tell which was the main stream beyond, and so called the place the Grand Forks. Leaving out of the account the trappers that hunted beaver and otter along these rivers in the earliest years of the century, the country is less than a decade old; yet here stands a handsome town, with waterworks, gas, electric light, two daily newspapers, big stores, competing railroads, combative politicians, stately school houses, a prohibition liquor law—in a word all the paraphernalia of the most advanced civilization. Newsboys cry the *Morning Plaindealer* or *Evening Herald*, theatrical companies give entertainments in the Opera House, a university gives collegiate education, Pullman sleepers leave for St. Paul on two railroads, a variety show is in blast with a band and a great glare of lights and the landlord of the Ingall's House gives the traveler as good a dinner as he would expect in a Chicago hotel. Are more evidences of prosperity wanted? Then look at the big saw mills getting their logs from the Minnesota pineries by the Red Lake River, the brewery, the court house, the wide and busy streets, the steamboats and barges on the narrow river, the new D. & M. Railroad coming across on a high bridge from the level Minnesota prairies and building its freight depot on the main street, and best of all look at the vast rich wheat fields, stretching away to the horizon, and the tall elevators bursting with the golden grain.

At the New Orleans Exposition was shown a painting of Grand Forks as seen across the wheat fields in harvest time—in the foreground the reapers at work in a golden sea, and on the near horizon the spires of the city. The picture might have been named "Abundance" so forcibly did it convey the idea of the earth's generous bounty to the tillers of the soil. The city owes its very existence to wheat, and it is fitting that the wheat fields should come so close to its doors as almost to invade its streets. In the old days of mythology such a place would had Ceres for its tutelary divinity and would have built a temple in honor of the goddess. In this prosaic age the tall brown grain elevators are the only monuments that commemorate the fertility of the land and the abundance of the harvests.

Wheat does not wholly monopolize the regards of the Grand Forks people, however. The night I spent in the town there was a corn festival, where corn bread, corn cakes, pop corn and other articles of food

made from the nutritious maize, were served to the hungry. There was corned beef too, but corn whiskey did not appear on the bill of fare, though there was a joke about corn salve. The festival was designed to celebrate the success of the corn crop in Grand Forks County. Experience has shown that if farmers will plant early they can depend on the crop ripening before the fall frosts and that while it should not be made the chief product of any farm, as it is done in Iowa, it can be profitably raised on a small areas to diversify agriculture and thus relieve the farmers from dependence on a single product.

To show the profit of wheat farming in the Red River Valley, even at the present exceptionally low price of wheat, a business man of Grand Forks told me that he owned a quarter section of land near the city which he rented on shares, receiving one-third of the crop. Last month he sent wagons to the threshers and had his share of the grain hauled to the elevator where he found it brought him an even \$500. The only expense he was put to was for hauling away the grain. The farm, which cost him about a thousand dollars is now worth three thousand, and on this sum he is getting a net income of about eighteen per cent. a year. Farm lands in this county have appreciated in value during the past year from twenty-five to per cent., as the result of the large crops and fifty

he general prosperity of the region.

The settlers who came into this valley a few years ago and took Government claims, mortgaging them to get the money to buy farming utensils and to live upon, for a year until they could raise a first crop, are now for the most part substantial citizens, out of debt and having good improvements on their land. The exceptions are the shiftless men and the drinking men, that are found in every country, new or old.

Among our illustrations will be found a view of the new Duluth & Manitoba Railroad bridge across the Red River. It has a wide draw to allow boats to pass at high water. At low stages of the river boats can go under the draw. This bridge brings the new road into the heart of the city. Another picture shows the offices of the Dakota Investment Company, a solid concern, with a paid up capital of \$50,000, which has the excellent record of having invested

\$900,000 for Eastern banks and individuals, without a dollar of loss. This speaks well not only for the company but also for the region of the country, where continued prosperity has made loans so secure.

Grand Forks has a population of 7,000, and the county bearing the same name has about 25,000 people. The wheat crop of the county last season was about 1,750,000 bushels. The two daily newspapers of the town have offices equipped in city fashion, with counting rooms, editorial rooms, composing rooms, job rooms and binderies. They divide the field amicably, one being a morning and the other an evening, and they get along without quarreling, save a little skirmishing over local politics. The two editors, W. J. Murphy, of the *Plaindealer*, and Geo. B. Winship, of the *Herald*, are men of personal force in the community. Besides the dailies which are both Republican in politics, there is the *Northwest News*, a bright Democratic weekly, edited by W. R. Bierly, and a Scandinavian weekly.

A few Iowa farmers met the other day and organized a railroad company to be known as the Pumpkinville & Great Northern, after which they elected themselves officers of the great monopoly and then went home to do their chores and water their stock. —*Duluth Paraphraser.*



OFFICES OF THE DAKOTA INVESTMENT CO., GRAND FORKS.



VIEW ON HEART RIVER, DAKOTA.—MANDAN IN THE DISTANCE.

WEST OF THE MISSOURI.

It is an easy matter for the Eastern farmer who desires to pull up his stakes and go West, or who desires to send his son out to get established on Western land, to become bewildered by the circulars he can procure. From Dakota, Kansas, Nebraska, California, New Mexico, Arizona, Texas, will come the most cordial invitations to go there to settle. But while the competition from the various States and Territories named is severe, it is still a fact that there are just so many thousand a year who choose Dakota. These comprise a large number of the sturdiest and most energetic among the class who are bound to go West. They hear that it is cold in the winter, but what of that? Are they children or invalids that they want the enervation of a warm climate, where it is never cold? They know that the climate is the healthiest in the world, and that there is something in it which develops to the fullest extent the progressive qualities which a man may possess by inheritance.

But then Dakota is large. Dakota is not a locality—its acreage is sufficient to make of it an empire. From the North and the South, from the East and the West come invitations. Those of us who have settled in the western part of the Territory see in it advantages which are not possessed by other parts. Probably—I may say as a matter of fact—the dwellers in other parts of Dakota have advantages which are peculiar to their particular sections. In South Dakota we are told of the abundance of railroads and the social advantages. These are good things, but if the settler wants these let him go to Massachusetts or New York. Of this part of the Territory we say that we have not many railroads, nor thickly settled communities. Because of this, lands are to be had very cheap. Because these advantages are coming as surely as the sun will rise to-morrow morning, lands that can be had cheaply now will in a few brief years be worth many times what they can be obtained for to-day. Considering the rate at which this part of the Territory is developing—considering the fact that railroads are coming in this direction beyond all question—and considering that we have here that inestimable of blessings—a vast coal supply beneath our feet, the lands hereabouts which have passed out of the hands of the Government, are ridiculously low in price.

Somewhere in Dakota there is to be, within the next ten or twenty years, a great manufacturing community. Where will it be? In South Dakota, where

the farmers to-day pay \$10 to \$11 a ton for all coal they buy? Or will it likely be in Morton County—here where I am writing—where the farmer digs his coal out of his backyard, when he has taken all out of his cellar that he wants to? In East Dakota where anthracite at \$11 is the cheapest fuel the householder and the manufacturer can get, or here where some of the farmers make two harvests a year—one in the fall with their crops, and one in the winter time by hauling coal to town and selling it at \$3 a ton? There is no need to answer these questions. They carry their answers with them. The prospective immigrant has only to ask himself whether he would rather have his future home in a country where land to-day is at the very cheapest—where Uncle Sam has tens of thousands of acres to give away—where he can get his fuel for the winter by digging a hole four or five feet deep at the worst—where he will, in the near future, have the advantage of living near a market made up of artisans who are at work in factories near by—these questions only need to be asked, one would think, to receive a decided and quick answer.

The country west of the Missouri in Dakota, on the Northern Pacific Railroad, is as fertile as that to be found in any part of the West. It is true there is more so called waste land, but this is just what the farmer wants to graze his stock upon. There are thousands of quarter sections of land awaiting the settler, capable of producing the largest crops. All he wants to do is to come in and possess himself of them.

Concerning the towns that lie along the Northern Pacific, west of the Missouri, I would say that they are to-day, and they will be in the future, just what the country makes of them. Mandan, which comes first, is a flourishing town of 3,000 inhabitants. It is the headquarters of the Missouri Division of the Northern Pacific, and a large force of skilled mechanics work all the year round in its large brick machine shops. It is the county seat of Morton County—the largest organized county in the Territory. It occupies a charming site on the west bank of the Missouri River. Its location on the Northern Pacific is the same as that occupied by Omaha on the Union Pacific. It is the gateway to a vast trans-Missouri trade—in the same way that Omaha, not Council Bluffs, is the gateway to a similar trade further south. The vast trade

that will ultimately be built up on the Northern Pacific west of the Missouri will find in Mandan one of its most important foci. The railroads that will branch out from Mandan in northwesterly and southwesterly directions will bring tributary to it large and rich mineral and agricultural regions which must contribute immensely to its growth and development.

West of Mandan the traveler comes to New Salem, a flourishing village surrounded by an industrious farming population; to Sims where an inexhaustible coal mine is constantly being worked; to Glen Ullin, a settlement composed largely of a thrifty class from the Buckeye State; to Hebron, another extensive German settlement, renowned for its progress; to Richardton, Taylor and Gladstone, in Stark County, where the settlers are active and successful, and to Dickinson, the county seat of Stark County. Dickinson is at the edge of the agricultural region, and its nearness to the stock country lying immediately west will insure for it a constantly growing trade. It is the center of the Missouri Division of the Northern Pacific and has a round house of large capacity. The fine location of Dickinson promises to parties interested there, a profitable investment. Beyond Dickinson come Belfield and Medora, both offering fine inducements to land seekers.

R. M. TUTTLE,

Editor Mandan Pioneer.

THE TOWN AND COUNTY OF LA MOURE.

La Moure is one of the largest of the North Dakota counties. Its southern border almost touches the 46th parallel, the division line talked of for many years as the boundary between North and South Dakota, in the event that Congress should consent to parcel the immense Territory into two States. The James River flows through the county from north to south about midway of its east and west breadth, making a valley of from one to two miles wide, with occasional groves of trees in the bends of the stream. All the uplands are rolling prairie and there is a practically no waste land. The little swales and ponds that dot the prairies are regarded as more valuable by the settlers than the same areas of plow land, by reason of the dense growth of grass on their margins, affording natural hay meadows. There are between four and five thousand people in the county, with room for at least twenty thousand. Unfortunately nearly half the land is owned by non-residents. When the Northern Pacific extended its Fargo and Southwestern branch across the county, wheat was worth about one dollar a bushel and wheat farming was highly profitable. It was about the culmination of the boom period and a great many Eastern people rushed in and bought the lands in the railroad grant, paying for them with preferred stock at about fifty cents on the dollar, with the idea that by holding them a few years there would be a demand for them at a good



NORTHERN PACIFIC RAILROAD STATION AT MANDAN, DAKOTA.

profit. The long period of depression in the wheat market has changed the situation, new farms are no longer opened by non-residents working the land only to get the crop from it and returning to their homes in the East in the fall. It is the actual settlers who are raising the heavy wheat yield of Dakota now. The settler will not pay the advanced price usually asked for former railroad lands because he can buy homesteads and pre-emptions cheaper from older settlers who want to get into easier circumstances by parting with a part of their holdings, which are larger than they can work without hiring more labor than it is profitable to hire. Some of the owners of railroad land would be glad to sell at very reasonable prices, but they live elsewhere and the new settler looking for land does not know how to get into communication with them. In a very few cases like that of Mr. Glover, of La Moure, the purchase of large tracts of the granted land has been of real benefit to the region. Mr. Glover came to live in the county

The county town is well-located on the east bank of the James River, on high ground and gravelly soil and has good drainage and good water. It was founded in 1884 and enjoyed a year of very rapid growth, with hopes of becoming the central business and railroad town of a large section of country. The prospects then were that it would be the connecting point for the railway systems of North and South Dakota, but last year this prize was given by the joint action of the Northern Pacific and the Chicago and Northwestern companies, to the new town of Oakes, twenty miles south of La Moure. This was a great disappointment to the La Moure people.

Then the building of the Milwaukee branch through the western part of the county, creating the new town of Edgely, cut off some trade from that direction. Their present hopes of another period of rapid growth depend on the proposed extension to La Moure of the Milnor branch of the N. P., and the construction by that company of a line southwest to

ever, been saved from oblivion by being applied to the new town at the extreme western end of the lake. This town has a commanding and beautiful situation, overlooking the western arm of the lake and many miles of the fertile prairie country surrounding it. Minnewaukan is the county town of Benson County and the northern terminus of the Jamestown and Northern Railroad. Its advantages for trade and steady growth are obvious to any one who will look at its situation on the map. Steamboats connect it with all points on the fifty miles stretch of salt blue water, and the railroad gives it an outlet to the east and south. Its present population is about 500. A large hotel is filled with tourists and fisherman in the summer season and with bird hunters in the autumn. There is a weekly newspaper, the *Dakota Siftings*, a mill and elevator and a good complement of mercantile houses. A recent writer in the *St. Paul Globe* gives the following description of the agricultural merits of the Devil's Lake region:



MINNEWAUKAN, ON DEVIL'S LAKE, DAKOTA.—[From a sketch by Will S. Horton.]

and not only sells his land very cheap but advances money to the settlers to put up their buildings and make a start in farming. Railroad lands, in the hands of those who first bought them from the company in 1883 and 1884, are held at prices ranging from \$5 to \$10 per acre, depending somewhat on their location in reference to railway facilities and somewhat on the owners' wish to make immediate sale.

The county is traversed from north to south by the James River Valley Railroad, a branch of the Northern Pacific. The Fargo and Southwestern, another N. P. branch comes into the county from the east and runs as far as the town of La Moure, and from that town a new branch has been built twenty miles westward during the past year to Edgely, where it meets a branch of the Chicago, Milwaukee and St. Paul, which has lately been extended northward from Ellendale. It will be seen that La Moure County is remarkably well provided with railroads. A south-western line from La Moure to Pierre is a probability of the near future.

Pierre. The latter line would traverse an excellent country for its entire length and is one of the most promising projects for extensions in Dakota now on the cards of the N. P. management.

La Moure is noticeably well-built for a town so young and shows a good deal of pluck and enterprise. It will be sure to grow as a county-seat town and central trading point, as its counties fill up with settlers, even if it gets no more railroads. It already has roads to the four cardinal points of the compass, no small result to show for a few years growth of a county where nobody lived prior to 1882.

THE DEVIL'S LAKE COUNTRY.

The Indian name for the great salt lake of North Dakota is Minnewaukan, which means spirit lake, but the first explorers afflicted this beautiful sheet of water with the ugly name of Devil's Lake, which still sticks to it, in spite of all efforts to restore the Indian title. The pretty name of Minnewaukan has, how-

Now, reader, let me present you with some facts. This soil is not capable of drouth being composed of a rich, black loam two or three feet deep, with a clay subsoil. This latter, freezing in winter to a depth of three or four feet, retains moisture the following summer until crops are well on the road to maturity. This moisture, obtained from the ground as the frost evaporates, keeps the roots cool and moist and in the absence of rain, which is not common, this prevents what would otherwise be termed a drouth—and every Kansan knows what the term means.

Not least among the benefits of a cool surface in spring is the fact that any eggs that may have been deposited by migratory or other insects will not hatch, which renders this section of the country peculiarly free from insects—insomuch that the chinch bug is unknown, nor can be found any specimen of potato bug, corn worms, or, in fact, any of the pests that so ruthlessly destroy the gardens and products of the husbandmen of warmer sections. When the ground is properly prepared failures in

wheat or other cereals are unknown, which, as I have said before, is due to the causes above cited. I may say further, that only sixty to seventy-five days are consumed between sowing and harvesting, thus rendering cereals less liable to destruction from storms than where they are planted in the fall and exposed to the frosts of winter. This quick growth also enables the farmer to quickly dispose of his crop and engage in making improvements, or other profitable work outside of the farm.

Stock-raising is nowhere carried on with more vigor and success, and the tendency is toward the higher grades—a number of thoroughbred Holsteins,

weakened constitution. It is in the air. Sufferers from drouth, come and build for yourself a home, free from heat and bugs.

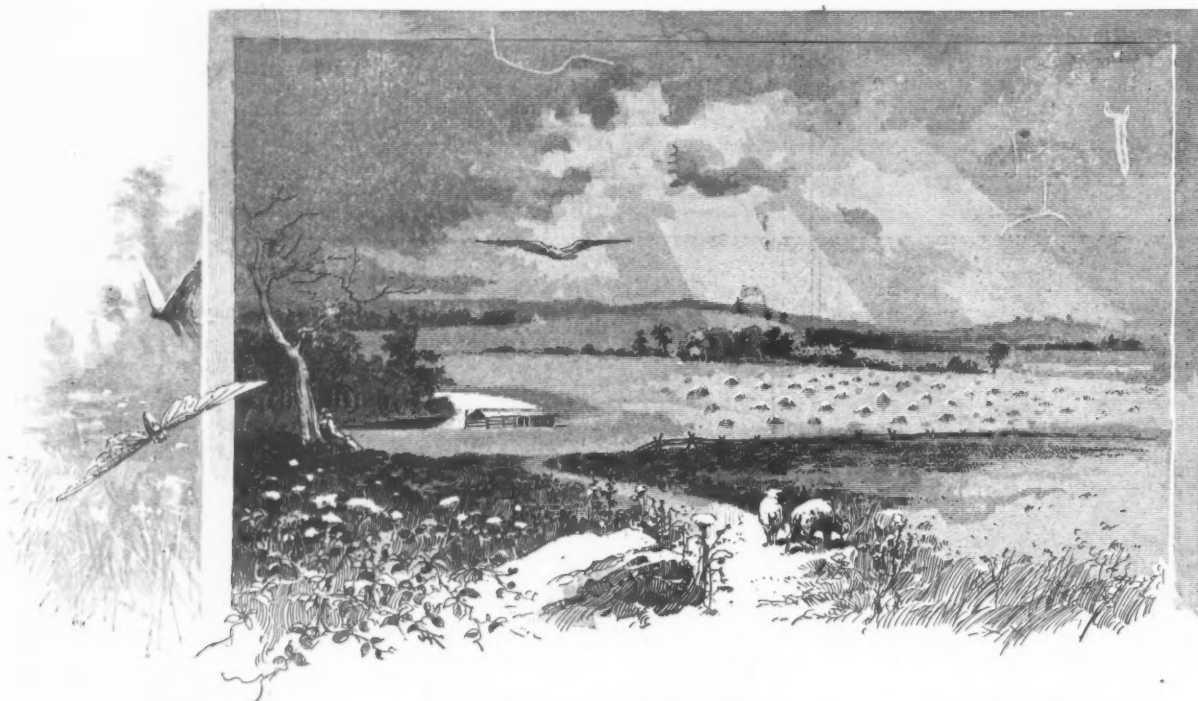
THE LITTLE COUNTY OF GRIGGS.

A local paper, in a carefully prepared article gives us the following curious information:

The County contains 720 square miles or 20,672,448,000 square feet. The entire population of the globe, 1,450,000,000 individuals, might be comfortably seated in this county in armchairs and allowed thirteen square feet apiece, or a space three and a half feet each way. This county is a little greater in area than the incorporated limits of the

fresh and bright as a Swiss lake and swarming with fish; yet a few miles distant is the picturesque Lake Jessie, in which the surf piles up great banks of soapy foam against the shore, and in whose water no fish live. The wheat land slopes down to the timbered edge of these, and all the lakes of the county, which are like hand mirrors set in frames of enameled plush, hand painted with wheat fields and farm houses.

The county is otherwise watered by the tortuous Sheyenne River and its main branch, Bald Hill Creek. The river, which is heavily timbered with oak, ash and elm, follows the eastern line, while the creek



A VIEW IN THE VALLEY OF THE SHEYENNE RIVER NEAR COOPERSTOWN, DAKOTA.—[From a sketch by Will S. Horton.]

Shorthorns and Polled Angus cattle having been imported into the country already, which is in only just proportion to the stock industry of the adjoining sections. The native grasses of this section are luxuriant and second to none in point of strength and quality. Tame grasses grow in abundance, and include such as timothy, blue grass, clover and orchard grass.

The garden is indispensable to the farmer, and flourishes beyond all attempts of description, including all kinds and every variety known to Southern producers. This is owing to the light clay subsoil, retaining the moisture from spring rains, together with the incessant heavy dews and cool nights, and together with this, the long days of sunshine, over nineteen hours a day through the growing season.

The waters of Devil's Lake or Minnewaukan—an inland sea—are salt, consisting of chloride of sodium, and with a trace of iron. Its specific gravity is about 1.004. The lake affords fine sport for the novice, as well as the expert. Fish of the pickeral family can be caught in abundance. Bathing is truly sea-like in its character, as the waves come surging up the long sandy beaches. The breezes and heavy waves make desirable facilities for boating. Its classic banks are lined with beautiful groves, and numerous boulders of granite and limestone, with sandy beaches. Its shores are broken by thousands of indentures and bays, making over 350 miles of shore, while its dimensions are fifty-five miles long and fifteen wide.

In a word, this country offers special inducements to the farmer, mechanic, merchant, and last, but not least, the tourist and pleasure seeker. I would say to the latter, come and enjoy for one season the summer months, that are free from heat and contain in them the ingredients that will build up the most

City of London, and yet if the people of the City of London were all located in Griggs County, and there are 5,000,000 of them, each man, woman and child might have one-tenth of an acre—or a plot of ground sixty-six feet square—enough ground, in its marvelous fertility, to support the individual. Yet we have only a population of 3,000 with Government land to be taken up and railroad land to be purchased at from \$2 to \$5 per acre.

The soil is a vegetable loam from one to three feet in depth, underlaid by a bed of mud from six to twenty feet deep. Almost anywhere good water is found in the gravel underlying the marl. In deep wells the quality of the water is problematical. These deep wells may be as soft and limpid as rain water, or as trackish as the Dead Sea. The small lakes of the county present curious characteristics. Red Willow Lake, the principal body of water, is as

comes wandering down from the west, along the south boundary. The county was not settled till 1882, and while some vacant Government land is within its boundaries, it has many fine farms well cultivated, and stocked with cattle. The annual yield of No. 1. Hard wheat is about 750,000 bushels with barley and oats galore. A comparatively short wheat crop for two years has led the farmers to turn their attention, in a measure, to live stock. Many fine herds have been started, and pigs and poultry are getting abundant. The yield of vegetables upon this new soil is so marvelous as to challenge credence. The result is that one garden in a township generally supplies all the people. Cooperstown, the county seat is the only village in the county. It is the terminus of the Cooperstown branch of the Northern Pacific, the only road that approaches the county nearer than fifteen miles. It is the marketing point for not only the entire county, but for large portions of adjoining counties. It has 700 inhabitants and is an isolated, independent, little town which sees few visitors save the sportsmen who come for fall sporting. Thousands of prairie chicken, Canada geese and brant are slaughtered in October and November. Two local sportsmen in a two days campaign secured 160 geese of an average weight of twelve pounds. A creamery, brickyard and grist mill are badly needed at Cooperstown. The field is also a good one for professional men.

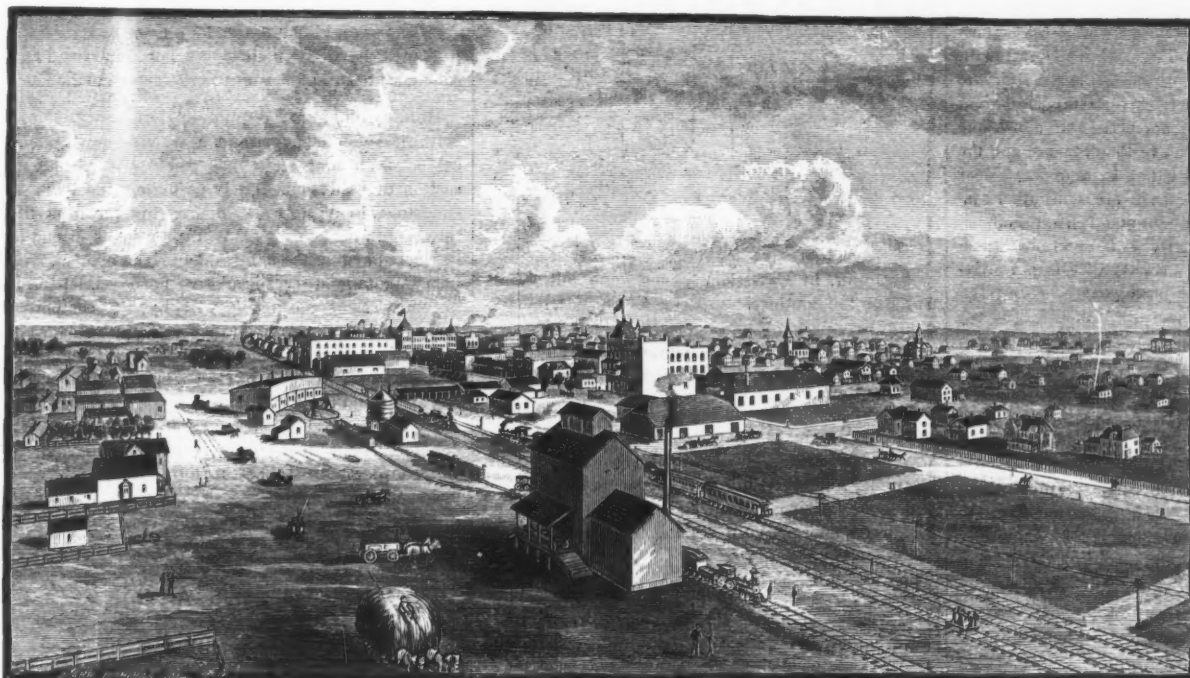
FRED H. ADAMS,

Editor Griggs County Courier.



GRIGGS COUNTY COURT HOUSE, COOPERSTOWN, DAKOTA.

Within one year twenty-two men in this country have shot and killed their wives at night under the impression that they were burglars. The wife who slips out of bed to go through her husband's pocket must do so at the peril of her life.—*Cincinnati Enquirer*.



BISMARCK, CAPITAL CITY OF DAKOTA.—[From a sketch by John Passmore.]

BISMARCK AND THE MISSOURI SLOPE.

All, all are there; each land its flower hath given,
To form that fair young nursery for Heaven.

The Missouri Slope is not unlike all Dakota. It is rich in nationalities, rich in soil, rich in climate and rich in opportunities. Few of the opportunities have been seized; little of the soil turned over; only a sprinkling of the races have fallen and not a virtue, visible or invisible, subtracted from the climate. All the conditions are here. They will make a happy and prosperous people, and they await the people. The mission of your magazine is to picture these conditions and invite the people to embrace them. It is not necessary to tie ribbons to the painting. The skies, the atmosphere, the temperature, the grasses, and the inviting stretches as they are, is enough.

BISMARCK.

The capital of Dakota and what is better the commercial center of the Upper Missouri, is located in the heart of these providential conditions. From it, as the humorist would say, you can reach any point in the world. Stopping short of that great advantage, you can reach any reasonable quantity or portion of free land. Twenty miles by any point of the compass and the land seeker can find the friendly quarter section (160 acres). He can find it in sight of river, in reach of timber and easy haul from coal beds. He can accept the bounty of the Government at that distance or if his purse will permit buy what he wants within that radius, five ten and fifteen miles from his market. He can buy choice tracts from \$3 to \$10 an acre. If a careful buyer, he can get such bargains as he desires. We pride ourselves upon the opportunities left and in these is the temptation. The original opportunities of a new country gone and the selfish charm has in an appreciable degree disappeared. While

we believe this country surpasses the early Minnesota as a sanitarium, it is as a

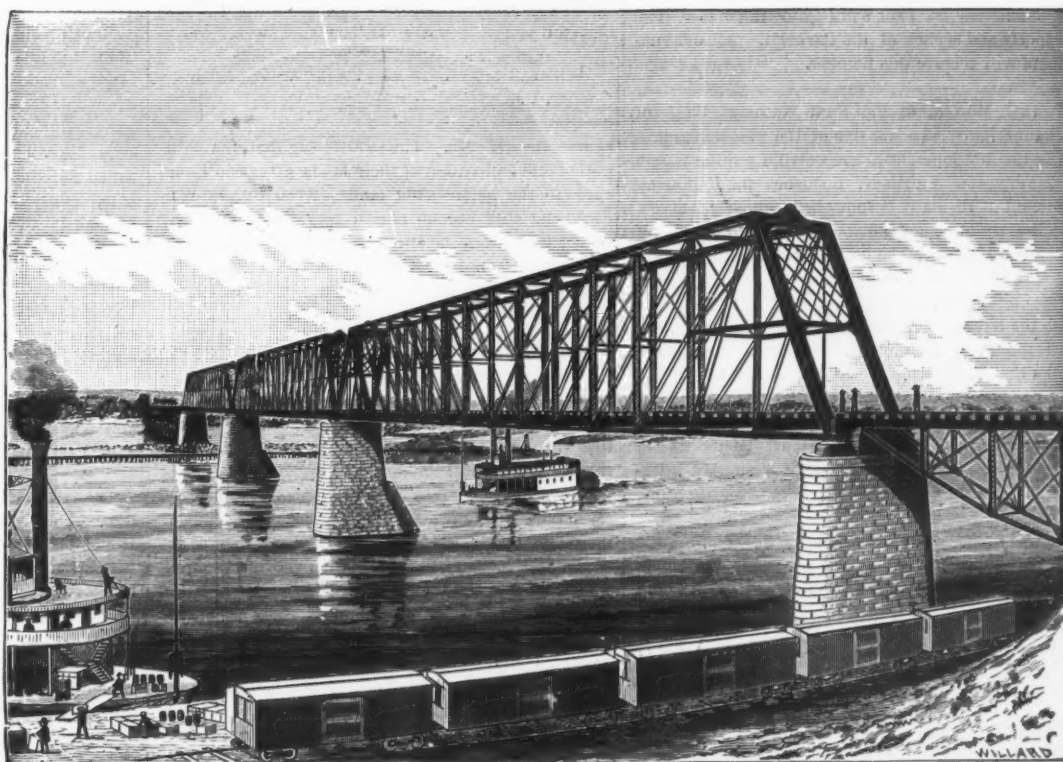
MONEY-MAKING RESORT

that we rate it most. We are not unmindful of Fred Douglas's advice to the Freedman: "Get money! Get money!! Without money there is no leisure; without leisure there is no thought; without thought there is no progress." We expect the tenderfoot to have his mind on this world when he arrives and we welcome him because we know he can profitably appropriate and fence in a share of the footstool. In diversified farming, including cattle and sheep, there is every chance to make a living and make a home surrounded with all the comforts of a model farm. The examples within the writer's personal knowledge

one crop idea and farm! In no other country is your success surer. A man, who even looks at the map and stops with that, must be impressed with the economic advantages of the Missouri Slope. It is in the center of a great area of productive country larger than Dakota, and that area of the richest farming land in the world is itself in the center of North America. Its occupation is inevitable. It must be a hive of human industry. Agriculture must

CULMINATE HERE.

To the reader of this article, who is thinking of Dakota as a future home, my advice is to hunt up a map, old or new, and trace a line from New York to Cleveland, from Cleveland to Chicago and from Chicago to St. Paul and Minneapolis, and from the Twin



NORTHERN PACIFIC BRIDGE CROSSING THE MISSOURI RIVER BETWEEN MANDAN AND BISMARCK.

would fill a volume Thrift and pluck alone will accomplish it, but the same gifts backed by a little

MONEY WILL DO IT BETTER.

Many a pioneer has located his homestead without money enough to build a house, ten by twelve feet, and in five years proves to the satisfaction of the Government, that he has not only lived on his land, but by hard work and some privation has improved it until he has in that short period a farm that would in many respects make the Eastern troller green with envy. To start right is the chief thing to learn. Farm from the beginning as you have farmed on poorer soil. Ignore the

Cities to BISMARCK and on, if he pleases to Helena and Portland. Then bound Dakota; look at what is south, what north, what west and east. Notice how near to the Great Lakes and how short the rail haul. Follow the great Missouri through the Territory to the Gulf of Mexico. Remember there are two great systems of railways in the northern half alone, one reaching from Lake Superior to Puget Sound and the other from the lake to the Great Falls of the Upper Missouri and Helena; that there are four other systems moving from the southern and central sections, so called, to the northern half and within a decade there will not be a county that is not intersected by a railway. Then place your

INDEX DIGIT ON BISMARCK, and ask yourself where the next city—metropolis, if the word is not to big—will be built after passing the Minnesota Twins? The map reveals it, and your eye, even if be cross-eyed, will see it. Details are impossible in this column. If you are looking Dakotaward they are not of much use. Make up your mind you want to see the "Delightful Land," and without loading up with details, start. You must see to understand and believe, and seeing, before you locate, is the more satisfactory method to both yourself and the community you would live in.

COAL FOR THE MILLION,

Cheap fuel is found on the Missouri Slope in inexhaustible quantities. The eminent geologist of the Government, Professor Hayden, says the lignitic group on the Upper Missouri is the most important in the West. He says the area cannot be less than one hundred thousand square miles, extending far north into the British possessions. There are twenty to thirty beds of lignite, beginning on the surface, north of Bismarck, and in Hayden's opinion reaching to the depth of five thousand feet. With such a mighty coal bin at our doors, the frost should have no terrors and the future no misgivings.

J. A. REA.

Bismarck, D. T., Dec. 10, 1887.

OUR forthcoming Winter Carnival number of THE NORTHWEST will be our regular February issue but will be published early enough in January to enable the thousands of visitors who will come to St. Paul to celebrate carnival week, to take it home with them as a souvenir of the great Northwestern holiday event and also of the recent growth and achievements of the Northwestern capital city. Picturesque St. Paul and commercial St. Paul will be illustrated as well as the sports and scenes of the Carnival. All our subscribers will receive this number.

FRANK MOORE, of the First National Bank of Spokane Falls, who was one of the pioneer capitalists in the development of the Colville mining region in Washington Territory, furnishes the following statement of the daily output of the mines in that district that could be depended on at once for traffic for a railroad, should one be built to the Colville Valley: The Old Dominion, twenty tons; the Ella, ten tons; the Young America, ten tons; the Silver Crown, five tons; the Savage, five tons; the Eagle at Embury, ten tons; the Daisy at Summit, five tons. Mr. Moore thinks that there would be 50,000 tons of hay in the Colville Valley for a railroad to haul out every year.

Two ex-conductors on the Missouri Pacific met in the rotunda of the Grand Pacific yesterday afternoon and began to discuss the reason for their discharge.

"I was fired," said one, "because I was color blind."

"I didn't know," said the other, "that conductors were obliged to undergo the same test in regard to colors as the engineers."

"They don't; but my color blindness went so far that I couldn't tell the difference between the color of the company's money and my own.—*Chicago Herald*.

Subscribers should not put off sending in renewal of their subscription when notified, as the magazine is promptly stopped at expiration of time paid for.



SHELDON, in Cass County, forty-one miles from Fargo on the Southwestern Road, has made a remarkable growth during the past year, solely on the merits of the rich wheat land surrounding it. The town appears to have about four hundred people.

GILBY, between Grand Forks and Grafton, is a new town that sprung up like Jonah's gourd. On what was a wheat field in October there are now four grain elevators, four stores and perhaps a dozen dwellings and shops. The elevators have all they can do to handle the enormous crop of the neighboring farms.

Nothing can be said against the fall climate of a region where the farmers plow as late as the middle of November. On the 17th and 18th of that month, I saw the plows at work all through Ransom and La Moure Counties in Dakota. The previous week plowing was going on in all the Lower Red River Valley as far north as Pembina.

DRAYTON was an insignificant hamlet on the Red River until the railroad reached it. In one month it was changed to a bustling wheat market, with three elevators and so many new buildings going up that the old settlers thought that they might have been asleep like Rip Van Winkle for a score of years and had awakened up in the next century, so great were the changes made in a few weeks.

HARDLY a fourth of the threshing appeared to have been done in the lower Red River Valley when THE NORTHWEST MAGAZINE car made its trip there the second week in November. The wheat stacks, grouped by fours, dotted all the landscape. Farmers thresh all winter and some of them let their wheat stay in stacks until spring. The new railroad is a blessing to them, for the two lines of the Manitoba road which traverse the western side of the valley could not have moved the entire crop before next summer.

HENRY GEORGEISM IN DAKOTA—In Burleigh County, Dakota—Bismarck, the county seat—they assess improved lands and unimproved lands at the same rate per acre. The settlers say that the occupation and cultivation of their lands gives additional value to the neighboring lands owned by non-residents and they see no reason why they should pay higher taxes than the speculators, who do nothing to build up the country. Besides they want to discourage absentee ownership which is a great drawback to the progress of Dakota.

In many parts of North Dakota I find that the non-resident ownership of large tracts of land is a serious hindrance to the thorough settlement of the country. Intending settlers looking for land are told that this section belongs to Mr. A., of Philadelphia; that to Mr. B., of Pittsburg; the other to Mr. C., of New York. Then they come to a school section which cannot be sold until Dakota becomes a State. If they finally find a suitable section open for occupancy it is very likely to be so far distant from settled tracts as to discourage them by its isolation from neighbors. The non-resident owners are mostly rich men in the East who converted Northern Pacific preferred stock into land at a time when the stock was of small value. They should not be blamed for exchanging their stock for fertile acres of Dakota prairie, but they ought to be willing to put a moderate price on their tracts, and appoint local agents to sell them on long credits and at low rates of interest

on deferred payments. The intending settler does not know how to communicate with them. Often he gets discouraged in his search for a home by the vacant tracts which he can neither buy nor homestead and concludes to go further West, or to return to the East.

HON. CHARLES S. WOLFE, of Lewisburg, Pennsylvania, an able lawyer and a widely-known political leader in that State, has recently bought a half section of land immediately adjoining the town of Gladstone, in Western Dakota, paying for it at the rate of \$15 per acre. Mr. Wolfe does not intend to be classed among the non-resident land owners, who hold Dakota land for speculative purposes, letting it lie idle. Next Spring he will have a competent farmer and stockman upon his tract and will ship in cattle of good breeds and begin at once to cultivate the soil and help build up the country. Mr. Wolfe has also bought a tract of land on the Missouri bottoms, close to Bismarck, where he can have more than enough hay cut to pay interest and taxes on the investment. The fact that a man of Mr. Wolfe's wide observation and experience selects North Dakota for investment in land, is the strongest sort of an argument in favor of the merits of that region.

NEW PUBLICATIONS.

The Student's Manual, by Rev. John Todd, of Northampton, Mass., is a wise and elevated book designed to serve as a guide to the studies and readings of young men and an aid in the right forming of habits and character. Published by John B. Alden New York. Price fifty cents.

In the December number *Scribner's Magazine* stepped forward into line with the old illustrated monthlies in respect to the number and artistic character of its pictures and the value and interest of its literary matter. The number was a surprise even to the warmest admirers of this new and enterprising periodical.

In these days of much and good picture making in monthly publications, the old *Atlantic Monthly* keeps the even tenure of its way, depending wholly on its excellent literature for its continued popularity. It is still indispensable to those who want to keep abreast of the literary movement of the age, just as it was a quarter of a century ago. Its sober covers and clearly printed pages are dear to many thousands of thoughtful readers.

Maurice Thompson, born in Indiana and reared in the mountains of Northern Georgia, is now the most fascinating writer in the English language on bird life. For close observation and sympathetic descriptive powers his writings rank with Michelet's *L'Oiseau*. Mr. Thompson's last work is a little volume called *Sylvan Secrets in Bird Songs and Books*. It is published by John B. Alden, New York and sent by mail for 67 cents.

The Talmud: What It Is and What It Knows about Jesus and his Followers, is the title of a small volume by Rev. Bernhard Pick. It gives in the small compass of 150 pages a clear account of what the distinguished critic, Phillip Schaff described as a "chaos of Jewish learning, wisdom and folly, a continent of rubbish with hidden pearls of true maxims and poetic fables." Published by John B. Alden, New York; price fifty cents; postage six cents.

The latest addition to the "American Men of Letters" series, which Charles Dudley Warner edits and Houghton, Mifflin & Co. publish is, *Benjamin Franklin as a Man of Letters*, by John Bach McMaster. The book brings strongly out a phase of Franklin's many-sided life which previous biographies have only touched upon incidentally—his career as a journalist and a pamphleteer and his authorship of the Poor Richard almanacs, which had in their day more influence in moulding the thought of the plain people of the American colonies than anything else that came from the printing press. For sale by the St. Paul Book and Stationery Co.; price, \$1.25.

FARGO.

Fargo easily holds its position of the foremost town in North Dakota, leading all others in population, trade, railway facilities, and banking. Its population is about 9,000, to which may properly be added the 4,000 of Moorhead, the Minnesota town just across the Red River, in a fair estimate of the importance of the place as a business center. Much more pointed and readable than any account of this solidly prosperous young city which I might write is the following extract from an address on "Dakota's Grand Showing," delivered by Major A. W. Edwards, editor of the *Fargo Argus* before the Traill County Agricultural Society, October 4, 1887:

Dakota has 3,065 public schools; 80 per cent. of those of school age were in attendance during 1886. Dakota has 5,055 teachers, and expended in the past year \$2,349,265 for school purposes. Dakota has about 4,200 miles of railroad. Dakota has 325 newspapers; 25 dailies, 8 in foreign languages.

And now we will take the financial statistics of the city of Fargo. According to the last published statement, her National banks aggregated:

Loans and discounts	\$ 756,700 44
Resources	1,351,327 43
Surplus and undivided profits	69,883 32
Total Deposits	800,000 00

Her population is reported 8,800.

Assessment this year, \$2,434,301.

Cass County's assessed valuation this year is \$12,179,900.

It may be of interest to compare the banking capital and resources of the city of Fargo with those shown in the last report of Comptroller of the Currency in some counties and cities in the older settled States. The East generally prides itself upon its large number of National banks, and their strong financial character. In New York State the county of Alleghany has a population of 41,810—four times that of Fargo—and an assessment of \$13,682,688, about equal to the assessment of Cass county. There are many former citizens of Alleghany County residing in Dakota; one of the most prominent of whom recalled at this moment is Banker Wisner, of Lisbon. It would be expected that this New York State county would have from three to five times as much financial strength as the city of Fargo, but it is found that the loans and discounts of all the National banks in the county only reach \$1,546,000, which is but little more than those of the banks of Dakota's metropolis; while the surplus and undivided profits are \$115,000, against \$69,000 in Fargo. The deposits of all nature are \$792,000, against \$800,000, as shown by Fargo bank reports.

Now take a Massachusetts town of about the same size as Fargo, with an assessment nearly twice as great, the city of Attleboro, which has a population of 11,111, and an assessment of \$4,450,000. It is the most important in the county of Bristol, which has a population of 139,000, and an assessment of \$100,000,000. Here one would certainly expect to find the strongest kind of financial institutions. The following are the facts, however. The combined resources of the banks of Attleboro only reach \$452,000, about one-third of the amount of the Dakota city. Loans and discounts are \$318,000, less than one-half, while surplus and undivided profits reach \$28,000, against \$69,000 in Fargo. Total deposits are \$289,000, against \$800,000, in Chicago.

Cairo, Ill., has a population of 9,000; the resources of the banks of that city are \$828,000; \$509,000 less

than its Dakota rival; loans and discounts, \$475,000, \$300,000 less, while the surplus and undivided profits reach \$160,000, and deposits \$458,000, about one-half the amount in Fargo.

Macon, Georgia, returns 12,749 inhabitants and is assessed \$6,212,000; its bank resources are reported at \$495,000, loans and discounts, \$224,00, undivided profits \$45,000, deposits \$208,000, all of the items, with the exception of individual profits, being from one-fourth to one-third of the amount found in Fargo banks.

Mississippi has the reputation of being a great Southern State; it has a population of 1,131,000 people and an assessment of \$110,000. Investigation, however, discloses the fact that the entire National bank capital of the State only surpasses that of Fargo by a small amount, the deposits reaching \$942,000, against \$800,000 in the Dakota city mentioned, and the assets being only \$2,286,000.

The largest newspaper building northwest of St.



THE DAILY ARGUS BUILDING, FARGO, DAKOTA.

Paul and Minneapolis is the new office of the *Fargo Argus*, of which we give a picture. Three of its floors are occupied by the business, editorial and mechanical departments of the *Argus*, and the fourth is designed for use as lodge and society rooms. Major Edwards, the owner and editor of the *Argus*, is the most widely known newspaper man in North Dakota. He is enterprising, original and belligerent. He treads heavily on other people's toes now and then and don't wince when they retaliate. The *Republican*, managed by J. J. Jordan, is an ably and carefully edited evening paper, one of the best in the Northwest. The *Sun* is a small evening sheet of local circulation. The *Northwestern Farmer* is an excellent agricultural monthly.

FOSTER AND WELLS COUNTIES.

The Jamestown and Northern Railroad, which reaches Carrington midway between Jamestown and Minnewaukan, has opened up in Foster and Wells Counties one of the choicest tracts of country in North Dakota. This section is decidedly picturesque in the

matter of scenery. The Missouri Coteaux, which intersects these counties, are the nearest approach to mountains that we have in view for many miles, figuring their greatest height at the Hawk's Nest, west of Carrington and Melville and south of Sykeston, and some eight hundred feet above the Pipestem at its base. The bluffs of the "Jim," which is everywhere and always the colloquial name for the James River (the Dakota, as many of the maps have it, is never heard of), also give variety to a landscape which in its stately undulations is never either monotonous or wearisome, even without the most conspicuous features of bluff and coteau.

There is no upland prairie anywhere that excels in fertility the counties of Foster and Wells, and we have never seen districts with a smaller percentage of waste and uncultivable land than these counties boast of. This fact was well demonstrated both last year and this. Last year the drought that prevailed throughout so large an area, and which of course was felt severely all over Dakota as well as elsewhere, did not preclude the harvesting of quite good crops in some cases, where thoroughly good culture had been practiced, although certainly there was a partial or total loss in many other instances. This year also—when we were still suffering from last year's drought, owing to the fact that there was no moisture in the ground when the frost set in last fall—up to the fourteenth day of June it seemed as though the crop must again be a failure, but the rain of two days—June 15 and 16—was of itself sufficient to ensure a magnificent harvest. Twenty to twenty-five bushels of wheat to the acre has been a common yield this year, and considerably large figures have been reached by our wheat farmers. Probably hardly any other section of country but just this grand sweep of prairie would have recuperated from the severe strain of an eighteen-month's drought so instantaneously and entirely. Western Foster County is practically a watershed between the Jim and the Pipestem, Eastern Foster between the Jim and Sheyenne. The drainage is perfect naturally, and, except in some isolated cases of small extent, drain tiles or open ditches will never be a burden upon the farmer. Three or four days after the snow has disappeared in the spring, the land is quite ready for the seeder and the harrow, and throughout the entire growing season there is very little loss of time from bad weather.

But while, as in all newly settled localities, wheat is the first and principal crop, as giving the quickest and surest return of hard cash, yet the attention and labor of our thoughtful farmers is already being turned to other industries. Cattle and sheep are every year growing more numerous. And, with the live stock interests in view, experiments have been made with alfalfa by the Carrington & Casey Land Company, in Hungarian grass by the Messrs. Murphy, Mr. O. G. Meacham, Mr. Robert Hunter, the Messrs. Robertson, Mr. H. A. Soliday, and many others, and in Indian corn also to some small extent. The Carrington & Casey Company pronounce their venture in alfalfa at their Livingston farm, near Melville, to be quite encouraging, and the area will soon be largely increased. The Murphy Brothers make perhaps the best report upon Hungarian or millet, their product being between thirty or forty tons from seven acres; but the other experimenters received most satisfactory returns. About a hundred and fifty acres of millet were sown in Foster County this year, quite enough to conclusively show its advantage and profit.

Mr. George H. Hale had the largest field of corn that we have heard of—about ten acres of first-class ripe grain and a good yield. The coteaux and river bluffs which cannot be readily brought under the plow form the finest possible grazing ground for all kinds of stock. An old and experienced Illinois cattle man, Mr. B. T. Fay, tells me that on coming to Foster County five years ago with a considerable herd of cattle, he had his misgiving when he saw the scanty herbage, but, turning his cattle out of the stable one fine February day, in his first winter, he changed his mind when he saw how eagerly they turned from the well-cured hay in the stacks to the grazing of the previous year. It is true of all the North Dakota prairie that the grass does not die and decay when the frost strikes it, it having been naturally cured during the previous summer, and, though uncut, is really good hay, and does not begin to perish until some time during the second summer or fall. Mr. Fay's testimony is that cattle will graze thriftily and profitably two months in the year longer in Foster County than in Illinois. Both sheep and cattle are here exempt from all the multitude of diseases that, "down in the States," so commonly spoil the calculations and deplete the profits of the farmer. A good number of pure bred males have been introduced and the general status of the live stock is fast improving.

The population is mostly Americans or Canadians with of course a good sprinkling of Scandinavians, and also considerable and rapidly increasing colonies of Russians and Roumanians, these latter being all German speaking and all Protestants whose "word is as good as their bond," and who are already good citizens without being Americanized. The eastern half of the county is but sparsely settled, owing to the absence, as yet, of any railroad through it, but this, it is confidently expected will soon be remedied by the coming of the Minneapolis & Pacific, possibly the Manitoba; and its vast areas of unsurpassed prairie-land should now be sought for by all who want free homes.

The population centers of Foster County are the railroad towns of Melville, earliest settled, Carrington, the county seat, and Barlow—the latter as yet with "all its future before it." Melville is a thrifty little place, unspoiled by boom or precocity, but with all the trading facilities for a considerable surrounding settlement. Carrington, as the seat of administration and justice, is naturally the most populous town in the county, is attractive in situation and surroundings, is well supplied with elevators, stores, palace hotel, school, church, newspaper, reading room, etc. It is the junction-station of the main line of the Jamestown & Northern with its Sykeston branch. Surveys have been made through the county for other roads, and we hope for railroad competition in the near future. There are many money-making opportunities for grist and feed mills, cheese factory, creamery, etc.

The J. & N., a part of the Northern Pacific system, runs at present to Sykeston, the capital of Wells County, thirteen miles west of Carrington, with the prospect of an extension westward at an early date. Wells County is perhaps more English in its population than any other North Dakota county, and it, as well as Foster County, has a large area of land still available for settlement. It is said that four different railroad companies have run surveys into Wells County during the last summer. Important discoveries of lignite have quite recently been made, and this will no doubt stimulate the construction of these projected roads. Sykeston has a possible rival for the county seat some of these days in Ontario, a new town in western Wells County, which will next year, it is believed, have railroad connection with Dawson, down on the main line of the N. P. R. R.

After five years residence in Foster County, and much pleasant intercourse also with our neighbors over in Wells County, I feel like saying to all readers of THE NORTHWEST MAGAZINE—Come and see us. We have farms and homes, second to none anywhere the world over, for you all in the meantime. But the

early comers have the best choice, and delays are prolific of regrets.

I shall be pleased to answer questions with regard to this.

J. MORLEY WYARD,
Editor Carrington News.

BARNES COUNTY AND VALLEY CITY.

This county is situated on the line of the Northern Pacific Railway, in the second tier of counties west from the Red River. It contains forty-two townships—967,680 acres of land, nearly all of unexcelled fertility. The surface of the county is gently rolling prairie, supplying the most perfect surface drainage. Along the border of the streams timber, consisting of oak, elm, ash, soft maple and hackberry is found, sometimes extending back, covering many acres in extent. The Sheyenne River, taking its rise a hundred miles to the north, comes down from north to south, nearly through the centre of the county. In the more abrupt lands, where the undulating prairies on either side merge into the banks or bluffs of the river, granite and sandstone boulders lie scattered in moderate numbers on the surface. In the absence of convenient rock quarries these have proven of great value to settlers on the prairie by furnishing cheap foundation material for buildings, walling wells, and similar uses.

Strictly speaking, Barnes County is in the Red River Valley, as its western boundary marks the dividing line between the waters flowing toward the Red and James Rivers. It must not be forgotten that in passing from the flat and sodden soil existing in many places in the vicinity of the Red River, to the lighter and sandy regions, a hundred miles farther west, the soil gradually changes from one extreme to the other, leaving to Barnes County the region embraced in the happy medium between the two. Actual settlement commenced in 1887, when one thousand acres was broken, and the rate of development may be best understood by reference to the fact that although but nine years have elapsed since Barnes County raised its first bushel of wheat, the present crop—one of the poorest it ever had, is nearly if not quite a million and a half of bushels. While the vagaries of seasons have some years somewhat shortened the yield of grain in one portion or another yet Barnes has not failed for the past five years to annually export nearly a million bushels of wheat. This fact has more earnest meaning to the home-seeker, than empty words of praise. The remarkable certainty of its crops, compared to countries farther west, is partly attributed to the remarkable character of the soil, which being of the richest kind and perfectly drained, is alike protected from excessive rains or protracted drought.

Experience has also fully demonstrated that local mid-summer rains are more frequent here than in adjoining areas. While we would not attempt an explanation of what is an accepted truth, it may be said that there are those, who having noted it from year to year, offer the following as a plausible explanation: Most of the local showers come from the west, and the clouds passing over a dry arid region of slight evaporation, and consequently through an atmosphere calculated to absorb all surplus moisture held by a moderately condensed cloud, no precipitation occurs. As they approach the western border of Barnes the evaporation from the small lakes which dot the surface of the country gives greater humidity to the surrounding atmosphere, thus augmenting the density which produces rain. Thus gentle showers often fall here in summer from what are rainless clouds as they float over other places.

Valley City, the county seat, is also the commercial metropolis of the county, in which is located the successful Sheyenne flouring mills—the most noted mills in the Territory—and also a number of excellent and prosperous mercantile establishments. The wheat marketed in Valley City the past year was 600,000 bushels, being considerably more than at any point on the main line of the Northern Pacific Railway. Beside the Sheyenne Mills at Valley City, with

a capacity of two hundred barrels per day, there are two other mills on the Sheyenne River in this county, one with a sixty barrel capacity per day, and the other thirty. Thirteen elevators are scattered along the line of the railway throughout the county, which, in the wheat shipping season, are all busy. Besides Valley City, the county seat, Barnes County has three other towns, Oriska, Sanborn and Dazey, all of which promise an increasing growth as the rich lands around them continue to be improved.

A large area of virgin soil can yet be bought at paying prices, and notwithstanding the low price of grain for a few years past, real estate sales indicate a gradual advance in the value of farms. As fine land, however, as the sun ever shown upon can be bought in its natural state at from eight to ten dollars an acre.

With the grain products of the country which have up to recent date been the chief dependence, live stock is increasing rapidly, the last enumeration showing 4,749 horses and 5,331 cattle, which have been since increased at least twenty-five per cent.

The abundant and nutritious native grasses are conducive to stock-raising and dairy interests, the latter of which has attracted considerable interest recently, and the prospect is that in a few years the large cities eastward and the stock and mining regions westward will draw a large quantity of their finest quality of dairy products from the creameries which must certainly flourish where pure water and the rich herbage of the prairies are found side by side in abundance and free of cost.

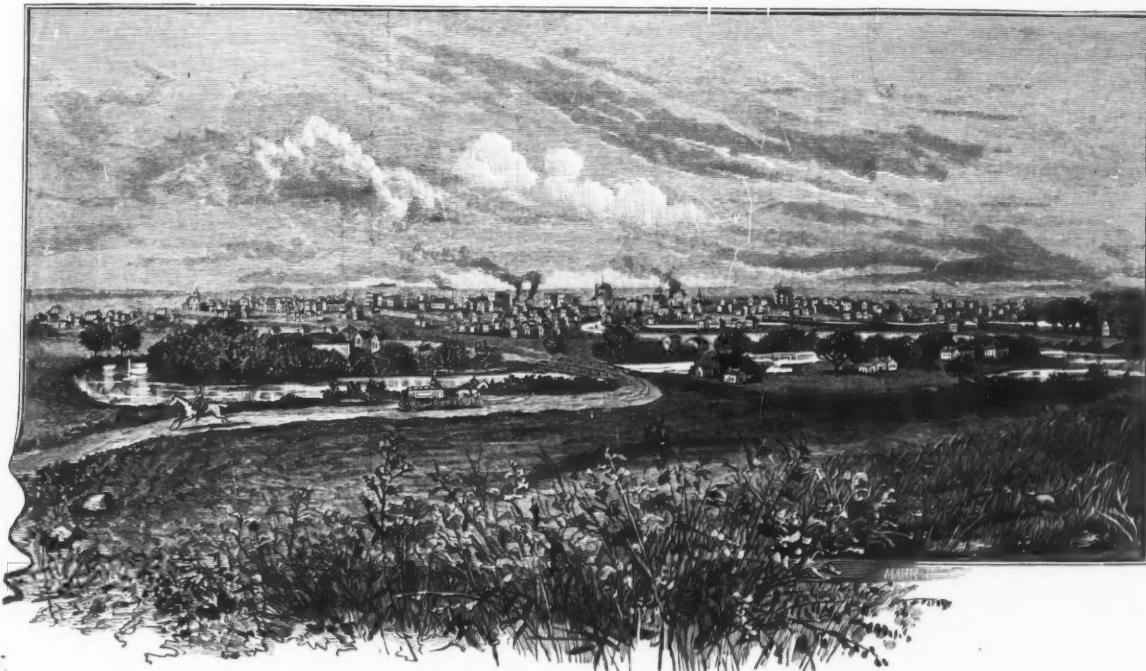
The facilities in this county for education are unsurpassed for a new country, there being eighty-eight school districts, with school houses and schools. Neat churches and public buildings adorn principal towns.

Upon the basis of the vote at the general election, the population of the county is about ten thousand. This is divided among native Americans, Canadians, Scandinavians, and Germans, with quite a number from the British Isles. Those from foreign countries who have settled in this part of the Northwest, are of the most industrious and law-abiding order. But one criminal was ever committed from this county to prison, and the county jail has not known an inmate since last summer. Street fights and rows are seldom or never known.

Among the foreign nationalities the Scandinavians are the most numerous. They are an industrious and particularly law abiding and peaceable class of citizens. While the major portion of them came here with little capital, there are hundreds among them now who, having been but a few years in the country, are the possessors of comfortable homes and are rapidly bettering their condition. In fact, as a rule, they began in a small way, extended their operations as they were able, and to-day enjoy the well earned fruits of their early self-denial and unflinching industry. The Germans are next to the Scandinavians in numbers, and generally speaking, came with more means to begin life with than their brother farmers from the land of the midnight sun. The success of German farmers is proverbial. Not only in Dakota, but go where we may through the West and the German farmer makes the land blossom as a rose. Those of Barnes County are no exception. Neat cosey houses, painted barns, and an air of thrift and comfort marks the surroundings of the son of the Fatherland. No more peaceable community is found in America than this, and the intellectual and moral caste of society will compare favorably with other places. In short, the home seeker may travel far before he will find the soil, climate, natural elements and society that go to make up a desirable place of abode as they are in Barnes County. J. JEFF DOBBIN,

Editor Valley City Times-Record.

A half-inebriated man stumbled into a church in a Montana town the other day just as the minister, whose name was Gallagher, was asking in thrilling tones, "Dare I tell this people here assembled what is the dreadful penalty of sin? I hesitate to do so." During the momentary rhetorical pause which followed, the drunken man steadied himself in the pew into which he had dropped, and called out with cheerful good nature "Let'er go, Gallagher. I'll stand by yer."



A GLIMPSE OF JAMESTOWN, DAKOTA.—[From a sketch by John Passmore.]

JAMESTOWN.

At Jamestown I heard more talk of corn and potatoes than of wheat. In Stutsman County, of which the town is the capital, there have been two rather short wheat crops, following three or four good ones. The active demand for potatoes, caused by the failure of that crop in Iowa and Illinois, compensated many of the farmers for their comparative failure with grain. I heard of one man who sold \$115 worth of potatoes from one acre of land. Potatoes have never been counted on for a market crop in Dakota, except to a very limited extent for sale in the towns, but this year thousands of farmer's have obtained the cash to pay for their winter's fuel and groceries from this wholly unexpected source. Corn is making its way steadily in North Dakota as a staple crop, where a short time ago nothing but wheat was raised. F. B. Durand, a Stutsman County farmer raised ninety-three bushels of flint corn ears last season to the acre on an upland farm. Mr. McClellan, took 200 bushels of dent corn from two acres. By planting the early varieties and getting the seed in the ground as early in the season as the weather will permit there is no doubt that corn will prove as reliable a crop as wheat. It will be of great value in making mixed farming practicable, together with the raising of stock. The whole region would be much more prosperous if every farmer would plant at least ten acres in corn.

Jamestown, the most substantially built and in some respects the most attractive of the North Dakota towns, has a population of about 3,000. It is on the main line of the Northern Pacific and is the terminus of two important branch roads, the Jamestown Northern, running ninety miles north to Minnewaukan, at the west end of Devil's Lake, and the James River Valley Road which runs south to Oakes, sixty-nine miles. These good railway facilities make it the trading and banking point for a large area of

country. It is a large wheat shipping point and an important market for lumber, coal and for machinery and supplies.

The newest things to mention in a periodical like THE NORTHWEST which has often given ample description of Jamestown and its advantages are the Presbyterian College and the artesian well, the one furnishing high-class education and the other good water. It is difficult to say which is more useful to the place. The college stands on the brow of the hills which skirt the valley on the north and overlooks the town. It is a solid stately brick and next to the university at Grand Forks become at once the most important educational institution in North Dakota. Its erection is due in great part to the earnest efforts of the Rev. Mr. Fanning pastor of the Presbyterian church in Jamestown who is the President of the institution. Already there are sixty students enrolled and the friends of the college feel that all question as to whether the college meets a want in Dakota is settled. The building and furniture cost \$21,000, and the debt upon it is only \$5,000. The college campus of twenty-seven acres was a gift from the town.

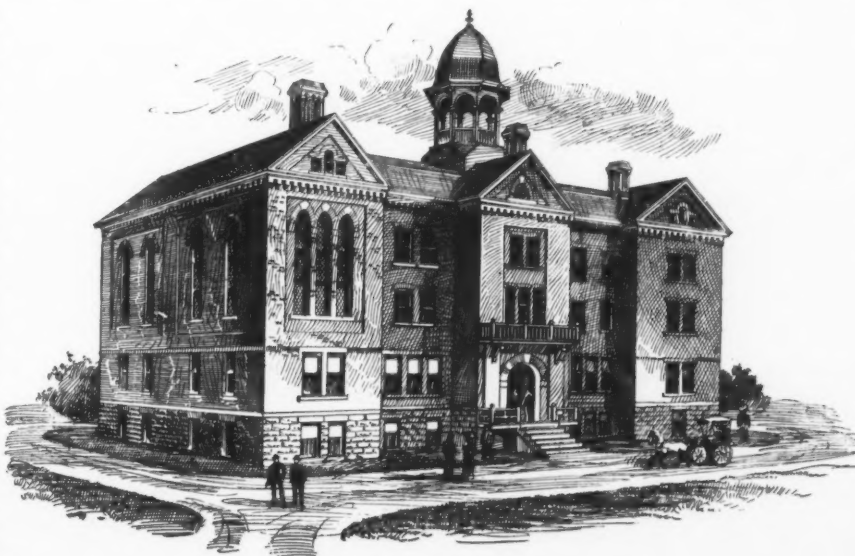
Austin Klaus, the landlord of The Gladstone, and one of the pioneers of the town, deserves credit for

the artesian well, which has a depth of 1485 feet and discharges 375 gallons per minute. The pressure is 104 pounds to the square inch and the temperature of the water is 75 degrees. There are some mineral ingredients, such as sulphate of lime, carbonate of lime, sulphate of sodium and chloride of sodium, but the quantities are not sufficient to injure the water for drinking purposes. The artesian well has given the town efficient fire protection at a very low cost the total expense, including hydrants and 2800 feet of mines being only \$12,000. No engines are needed as the force of the flow is sufficient to throw water through ordinary fire hose over the tops of the highest buildings.

At the James River National Bank I was told that the condition of the town and its tributary country is steadily improving. Collections are more readily made than at any time for three years. The farmers are paying off their debts for machinery. The business of the bank in 1887 was double that of 1886.

GRAFTON AND WALSH COUNTY

Walsh County is the second county south from the Manitoba boundary and fronts on the Red River for distance of thirty miles. It contains thirty-six townships and is thickly settled for a new country in its eastern part and rather thinly settled in its western part. All the Government land is taken up, however Walsh, named in honor of Geo. H. Walsh, of Grand Forks, is one of the best wheat-growing counties in Dakota; in fact its yield this year is probably the heaviest per acre of land cultivated of any county. Hundreds of farms can show a yield of thirty bushels to the acre. At the present low price of wheat farming on these rich Red River prairies is quite profitable with such a crop as this. I hear of one quarter section farmer who has paid off a mortgage of \$750 with the proceeds of this year's crop besides sup-



JAMESTOWN COLLEGE.

porting his family comfortably. All the farmers appear to be prosperous and contented. Most of them came into the county within the past five years with hardly money enough to buy a team and pay the land office fees on their claims. These men are now independent owners of well-cultivated and well-equipped farms. They are out of debt or are fast getting out. Yet they had to buy everything on credit at the start—wagons, plows, reapers, lumber for buildings and food to live upon until they made their first crops. There are very few countries in the world besides Dakota where a man can begin on the land with no capital but his industry and in four or five years own 160 acres of rich soil, with buildings, stock and farm machinery.

It is a common error of people who have not seen the Red River Valley to suppose it to be a desolate-looking plain, bare of trees and utterly monotonous in its landscape features. On the contrary it is a pleasant region, where one is rarely out of sight of timber. The Red River is fringed with a forest belt and every stream that puts into it has its broad border of oaks, cottonwood and ash. Park River and Forest River take their names from the wide strips of woodland that they flow through. The broad prairies between these forest belts seem to revel in the abundance of their wheat crops. In the fall they are thickly dotted with the stacks of grain, standing in groups of four, waiting the threshing, and they are enlivened by the farmers' teams going to and from the tall elevators that indicate from afar the locality of the railroad stations.

In 1886 Walsh County raised 3,600,000 bushels of wheat. The crop of 1887 is estimated at 5,000,000 bushels. This is an enormous product for a region that was all wild prairie less than ten years ago. There are now about 30,000 people in Walsh County. About one-third of them are Scandinavians, about one-third Canadians of English, Scotch and Irish ancestry and the remaining third are made up of Americans, Germans, Bohemians, Poles and French Canadians. Most of the Americans are in the towns, the country people being nearly all of foreign birth. How did it happen that foreigners got possession of so large a share of these superb Red River Valley lands? I have often asked this question without getting a satisfactory explanation. Probably there were two causes which brought about this result: the emigration efforts of the Manitoba Railroad company in Canada—(this corporation was Canadian in its origin and is largely so in its management) and the natural tendency of the Scandinavians to overflow into Dakota from their settlements in Minnesota and Wisconsin. The tide of American westward migration was running strongly into Kansas and Nebraska when this Red River country was first settled, and it was not easy to divert any considerable part of it to North Dakota. Our American "movers" were a little afraid of the high Northern latitude of Dakota. They did not know at that time, what has since been demonstrated, that its crops are more certain and its climate more healthful and agreeable than are crops and climate in Kansas or Nebraska.

Grafton, the county town of Walsh, has 2,500 inhabitants and is a thriving place, shipping over a million and a quarter bushels of wheat from its eight elevators. It has two banks, the First National and the Grafton National, each with a capital of \$50,000 and a large surplus, a handsome court house and a noble school house, both built by a Minneapolis architect; seven churches, Presbyterian, Methodist, Catholic, Episcopal, Baptist and two Norwegian, and two newspapers, the *News-Times* and the *Herald*. The town has water-works supplied from an artesian well, 912 feet deep. Water was first struck in the well at the depth of 456 feet; a second flow was struck at 412 feet and at the depth of twelve feet the drill encountered gneiss rock and the well stopped according to the terms of the contract. It proved that the flow at 356 feet contained the least magnesia and this is the water used. The well discharges 1,500 gallons per minute. The cost of well, engine house, hose carts and 4,880 feet of main was \$28,000, a very mod-

erate expenditure for the fire protection and the comfort and health of a good water supply.

According to statistics kindly furnished by County Auditor E. O. Faulkner Walsh County owes \$25,000 for her court house and had \$33,000 cash on hand on July 1st. The average tax on an improved farm of 160 acres is \$14.20. In 1881 the total assessment was \$436,295; in 1887 it was \$3,913,446. Twenty-one mills was the total tax levy for 1887. There are ninety-six school houses in the county, all furnished with latest modern appliances.

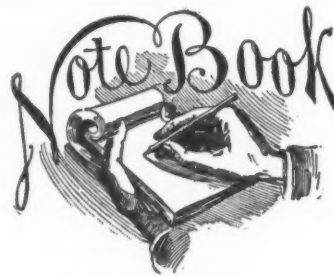
Walsh County is traversed from south to north by three lines of railroad, two belonging to the St. Paul, Minneapolis and Manitoba system and the other being the new road of the Duluth and Manitoba, leased by the Northern Pacific. This latter road came just in time to help move the heavy crop of this year. Farmers haul grain to it from points twenty and thirty miles distant because they cannot get cars on the old lines. The D. and M. is giving a fresh impetus to the development of the entire region which it traverses.

THE GREAT MUIR GLACIER.

The greatest natural wonder of this trip is Muir Glacier, in Glacier Bay. This glacier is about sixty miles long, and five miles from the bay it is about twenty-five miles wide. In its course it is fed by nine principal and eleven lesser glaciers. This accumulated mass of ice moves by an inexorable law through a gate of mountains only two miles wide, piling and jamming itself up into turrets and pinnacles from three hundred to a thousand feet high, grinding the mountains till they have yielded it a sand beach of beauty and smoothness. The near mountains are from 2,500 to 4,000 feet high; Mount Grillon, ten miles away, is 16,000 feet, and Mount Fairweather, distant twenty-five miles, is 15,000. At its projection into the sea the glacier travels at the rate of forty feet a day, avalanching icebergs into the bay with the sounds of thunder and earthquake. These retain the splendid blue tints of the parent glacier, when floating around us in great masses, some of them four hundred feet square and standing from fifty to one hundred feet out of the water. The fall of these icebergs rocks our boat like a storm, and we count twenty-six of them at one time. But the steamer fearlessly lies to within six hundred feet of the metamorphosis from glacier to iceberg, her soundings with her longest line showing no bottom at 105 fathoms. When the iceberg is first weaned from the breast of the glacier it plunges almost out of sight in the sea, then rises to its full height, as if seeking to regain its place, and again sinks to rise again and again till it finally finds its equilibrium and is carried away by the wind and tide, or both. This operation is stupendous and strikes awe into the soul, and yet casts such wierd magnificence of magnetism over the spirit that one leaves the Muir with regret.

What an improved American way of doing a glacier is this? Here there is no guide, no donkey, no carrying your own rations, no breathless climb, no diminutive Mer de Glace, no loss of altitude, for everything is seen from a sea level; no sleeping out over night in a hospice or a refuge at the half-way point; but to be carried in ease and elegance to shake hands with the mighty glacier, to watch its operations from the cushioned saloon of a floating palace; this is the American way furnished to every comer by the Pacific Mail Steamship Company. To land on the sandy beach and traverse the glacier is an inviting and easy essay, accomplished in a couple of hours; and men, women and children did more or less of it according to fancy. The Muir is the largest of five important glaciers, repaying the attention of the curious and scientific, every one of which surpass in interest anything that Europe has to offer.—*Elliott F. Shepard in New York Tribune.*

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A YOUNG lawyer who called at THE NORTHWEST MAGAZINE car, during its recent stay in Fargo, said he had taken in over \$2,500 in fees from parties who filed on land within the indemnity belt under Spark's ruling. This money will be a dead loss to the men who paid it, but the lawyer will be able to live very snugly this winter and can devote sometime to literary pursuits, for which he has both taste and talent. The losers can blame, first, their own greed to get possession of other people's property, and second, the encouragement the Government gave to their predatory instincts.

THIS year the St. Paul Winter Carnival festivities will all be concentrated in the last week of January. The ice palace will be as imposing as either of its two predecessors were and will be somewhat more ornamental—more turrets, towers and statutes—a little more like a palace and less like a mediæval fortress. The central motive of a lofty and massive tower is, however not abandoned. The carnival is in good hands. George Thompson, editor of the *Dispatch*, who started the first ice palace movement, is President of the Association. There will be a brilliant and jolly week, with processions, illuminations and a magnificent storming scene.

THE architecture of the modern big hotel is detestable in one respect. The office with its adjacent reading and writing rooms is always in a cavernous interior where it gets neither sunshine or fresh air and where a dim, sickly mixture of gaslight and daylight gives a melancholy effect to the place. In this gorgeously decorated cave, with its frescoes, carved wood and marbles, all the odors of the house settle and linger. The outer rooms, with street fronts, are rented for drug stores, furnishing stores, etc., leaving for the guests, in return for the high prices they pay, only these portions of the ground floor which are not available for trade. This is the stereotyped fashion in which the architects put up all the huge, costly hotels of the present day, whether in Eastern or Western cities. Everything is provided that money will buy in these vast structures, except a reasonable and wholesome amount of light and air. In the old style of hotel, like the Tremont, in Boston, and the Merchant's in St. Paul, the guest can sit by a window, see the life of the street and read his newspaper without spoiling his eyesight.

A SENSIBLE lawyer said to me one day at the after-lunch smoke and talk at the Minnesota Club, that our Western laws in relation to corporations are altogether too broad and loose for the public good. Anybody is allowed to incorporate a company for almost any sort of an object. Too often a few individuals form a corporation for the carrying on of some small mercantile or manufacturing business for the sole purpose of escaping the financial liability which they would incur if doing business as a firm. For example, Smith, Brown and Jones incorporate themselves as the Smith-Brown-Jones Mercantile Company and are then liable for the debts of the concern only to the amount of the stock which they divide among themselves; whereas the same men carrying on the concern as the firm of Smith, Brown & Co., are liable to the whole amount of their private property, as they ought to be. Small corporations, said my lawyer friend, encourage reckless business methods and are a cover to shield property from attachments. The State should limit the privileges of incorporated companies to certain lines of enterprise of too great magnitude to be carried on by firms, such as railroads, mines, and large factories. There should be a minimum limit to the capital stock and this stock should represent money paid in or property of actual value.

NEW ROCKFORD AND EDDY COUNTY.

That name has become familiar in nearly every house and shack on Dakota's broad plains to-day on account of its wonderful strides in the matter of settlement, growth and prosperity. Located as it is on the J. & N. Railroad and in the heart of the Garden of Eden—the Upper James River Valley—of North Dakota, the renowned "Jim" River of the North ripples past the door of the cottages in New Rockford, the county seat, and it is as beautiful a stream of clear

ment in prices of late. Three railroad surveys have been made in the county lately, and the contract for grading 200 miles of the Minnesota & Dakota Railroad which passes through Tiffany and New Rockford was let to an Eastern contractor in December. This road will develop the coal mines of Church County, forty-five miles west, and thus Eddy County people will have the advantage of fuel at almost mining prices.

It is too generally considered that the population of new counties is made up of ignorant foreigners.

varying from fifty to sixty-five cents. The competition between the corporations and the private buyers has been such that farmers have been receiving two to seven cents above list price all fall. The opening for industrious settlers and experienced business men is as promising as could be wished. Farmers that came here two or three years ago have from 160 to 480 acres of as fine farming land as lays out of doors, good buildings and are in easy circumstances. The older established merchants who had a small stock of groceries, a few bundles of calico, and a butt or two



FORT TOTTON, DAKOTA.—[From a sketch by Will S. Horton.]

cool water as ever had its placid bosom tickled by a paddle in the hands of an untutored Red. It is bounded on the North by the Cut Head Sioux Reservation, and the north boundary is only a few miles from the body of water known as the Devil's Lake, the great inland sea. Settlement proper commenced in 1882. Several years before that time four or five families from Fort Totten discovered this magnificent stretch of fertile and verdant prairie country and made their homes along the valley of the Sheyenne River in the northern part of the county. In 1882 a party of New York people, who were dissatisfied with the cramped and overcrowded East, settled in the eastern part of the county, having made their way overland from Bartlett and Larimore, the western part of the county received no settlers until one year later, and the first building was erected on the townsite of New Rockford late in the fall of 1883. The advent of the railroad the next season brought settlers from every direction, and at this time we have a county with a population of about 1,200. The price of land has advanced in the same proportion, and in the past year 160 acres of land adjoining the town sold for \$3,000. There is an abundance of unsettled land to the east, west and north of us yet that is as fine as the county affords, and it is only a question of time and it will not be long either until the public domain of Eddy County will all have been taken and under cultivation. There is a fine opening now for men—practical farmers—who have a few hundred dollars to secure a fine farm that will make them comfortable for life. Land a few miles from town can be secured at a very reasonable figure considering the excellent quality and the rapid advance-

Such is not the case in this county at least. Nearly two-thirds of the population are American born, and the major part of the balance are well-informed and educated Germans and Norwegians. It is a feeling of pride in our intelligent citizens that causes us to say society here is as far advanced as in the rural districts of the older settled States.

The wheat crop this year passed the limit of expectation. The average of the county as a whole is variously estimated. The most stringent concede it to be at least twenty bushels to the acre, while the more enthusiastic will hear of nothing less than a thirty bushel average. The three elevators in the city and the mill have a storing capacity of over 150,-

of tobacco, three years ago, now have large establishments and a stock of goods that enumerate nearly every article in the market of the times. In the county are three towns, New Rockford in the center, Tiffany in the east and Sheyenne in the north. The financial condition of the county is unsurpassed by any in the Territory. Only \$2,500 in bonded indebtedness, and the prohibition question was supported at the late election giving us no saloons after Jan. 1, 1888. There are several stock ranches in the county and are returning the ranchmen fine dividends and the number of all classes of animals are about doubling every year. If free land for agricultural purposes, free ranches for cattle, free houses and abundant prosperity, are any advantage to the poorer classes of honest hard-working Eastern people, we invite them out.

CHAS. J. MADDUX.

Editor New Rockford Transcript.

A sullen looking man with a horsewhip entered a Nebraska newspaper office and asked the boy where the editor was. The boy "sized him up" and answered:

"Gone to Ohio; wont be back for six months."

"Where's the foreman?"

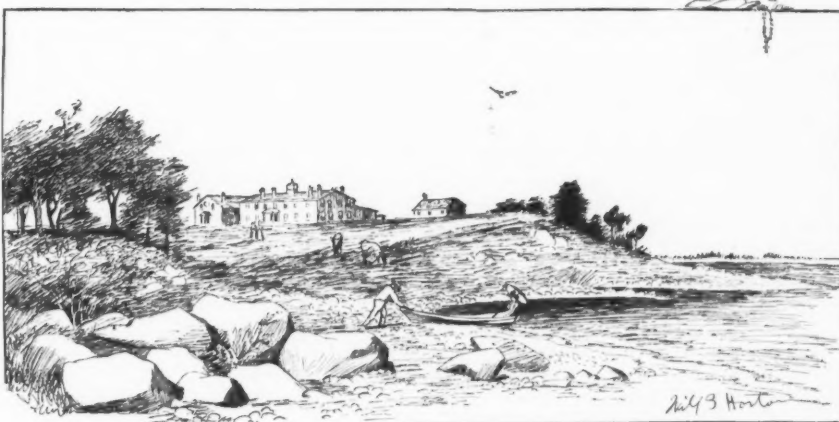
"He's gone to Washington with an invitation to the President. Won't be back 'fore cold weather. What do you want—want to paralyze 'em?"

"No, no; I owe \$4 and thought I'd pay up."

"That so? hold on a second; perhaps the editor has not started yet."

He whistled; a long dark form crawled out of a wood box and the editor was ready for business.

Our Winter Carnival number will be ready Jan. 15.



THE NEW MISSION, FORT TOTTON, DAKOTA.—[From a sketch by Will S. Horton.]

000 bushels, and shipment was made as fast as possible, yet the elevators were gorged and hundreds of bushels of No. 1. Hard were piled in sacks on the ground for days at a time for want of storage room. The books of the elevators show that over one-half million bushels of wheat have been received so far and it, with few exceptions, graded No. 1. Hard, the price

SAVED BY AN AX.

A quarter of a mile back from the river on the street that led down to Martin's saw-mill, on the St. Anthony Falls, stood the little white cottage that Jack Donnelly had bought for his bride. It was not paid for yet, but the mortgage had been growing smaller and smaller each spring for three years, and a couple of seasons more would see the entire amount paid, and then Alice would be the proud owner of what she and Jack thought the prettiest place in Minneapolis.

Almost any one who might have happened to catch a glimpse from the cross street of the tidy little kitchen where Alice was busy one May evening at sunset would have been inclined to agree with the verdict. The floor was bare, but it was so spotlessly clean that no one would dare suggest the idea that it looked bare. The stove was not very large, but it seemed to be trying to give out the heat of a furnace, and the red light that came from its open door was like a headlight of a locomotive. Everything in the room was plain, and there did not seem to be anything there that was not absolutely necessary. The luxuries could wait till the mortgage was paid off. But what there was, was scrubbed till it shone, and the ten-kettle was puffing out steam like mad. It was fairly wonderful how that kettle puffed and sang, and how the lid danced up and down.

But the brightest, tidliest object in the room was Alice, with her brown hair tied securely back with a blue ribbon (Jack liked blue so very much) and her blue eyes watching each particular thing on the stove all the time, and yet looking every moment at the table to see if anything was missing that Jack would want, and into the other room to see if baby was all right and out of mischief, and at the clock to see that the hands were not going too fast; she flitted around the room singing like a bird.

Everything was done just right, and the clock stood at a quarter past six. Jack would be there in a minute or two, so supper was set back where it would keep hot. It wouldn't be long, for he never loitered on his way home. There was too much happiness waiting for him. No stopping at the corner for a glass of something hot and strong.

But the little clock kept on ticking as though Jack was there. And the ticking grew louder and louder, and more and more disagreeable, as it remorselessly checked off minute after minute of the time Jack was overdue.

Ten minutes, twenty, thirty, and the anxious little housewife sighed as she wondered what could be the matter. It was nonsense to suppose that he was hurt. She would not think of it for a moment. The idea that Jack—her Jack—the bravest, strongest, coolest logger on the river, had been hurt was laughable. And she laughed. But it did not sound like the ripples of merriment that Jack loved so well, and it stopped very suddenly, fading away from a face that looked very sober when it was gone.

Then the baby began to cry and there was no use worrying then, because Jack would be at home before the baby was quieted. And she began singing to the little one. But there were one or two false notes in the song, and baby evidently had an ear for music, for he refused to be quieted.

Then just as two big tears were coming in her blue eyes, the front gate opened and Jack's step was heard. In a moment he was in the room, hearty and big as ever, but very wet and pale.

"There, there, Alice, darling, kiss me again, but don't put your arms around me, fur I've had a duckin'. Why, darling, 'tain't nothin'. Yer needn't be frightened now. Hain't yer found out by this time that a logger is liable to get wet? There, there, dear, don't ye cry so. Thank God, I ain't hurt."

The great, brawny fellow, wet as he was, took the fair girl in his arms and stroked her hair and kissed it.

"Oh, I'm so happy," said Alice, laughing and crying at once, and giving him squeezes and taps—running from his arms to the closet and back to his arms

again, getting kisses and dry clothes as fast as she could.

"I'll tell ye—"

"Now, Jack, don't say a word till you have had your supper. But what a shame your supper is spoiled. Shall I cook you another?"

"Spoiled, eh? Well, I rather like things like these," and Jack laughed as he drank the hot tea that was slowly bringing him out of the chill of his icy bath.

But when supper was over and the baby was asleep, and Alice had filled up the pipe she pretended to like the smoke of, because Jack had smoked so long that he thought he couldn't stop, and when she saw that it was fairly lit and drawing all right, she nestled down close beside him and said:

"Now, Jack, tell me about it!"

"Well, Alice, dear, it was a mighty close fit. I will tell ye. There was a dozen of us sortin' logs up at the bottoms fer to feed the mills to-morrow, an' a good many logs had come down through the day, an' kind o' jammed up things so there was some danger o' the boom breakin' 'cause the water is higher'n usual just now. Jim Brown an' me was together, an' I see Jim look sort o' serious, so I asked him about it. He didn't say nothin' for a minute, but pretty soon he says:

"Tom Gage oughter know, he says the boom is strong; but I reckon if there is much o' a jam up above it'll tear things when it does bust. An' judgin by the looks o' the river, I reckon there is a bad jam somewhere."

I looked up the river and see'd there was mighty few logs comin' down, an' knowed there must be. Just then Bill Hovey came down an' says:

"There is a jam up to Wilson's Bend!"

"Twarn't only 2 o'clock, an' I knowed I was likely to get back at my usual time, so I didn't send no word, but Jim an' me jumped into a wagon and drove as fast as we could go. When we got there we saw 'twere a very bad jam, 'fer nother one further up the river had busted and piled up the logs mighty thick. When one bust brings another that way, ye know, that makes it bad. Well, we worked nigh an hour tryin' to start her from the shore, but twarn't no use, an' finally Jim said:

"'Twon't do to leave this go on. We've got to work in the middle. Who'll go with me?" an' he started for the middle o' the river.

"Well, I see the boys all look at me. They knowed well enough I was the best man to go—I knowed it, too, but I thought o' you an' I waited a minute. But the other fellers said they would not, so I went.

"Fore I got to where Jim was I see that if we did start it from the middle we'd likely have to come down on the logs to the boom, an' I knowed it was a mighty risky job. But 'twas the only way to the mills an' somebody had to do it, so Jim an' I worked the best we knowed for half an hour.

"At last we started it, an' seen there was just a chance to get to shore. Jim was just ahead of me, an' we was goin' as fast as we could, when the thing gave way an' we were sailin' down the river at the rate o' fifty miles an hour.

"We hadn't gone a quarter of a mile afore the log I was on turned an' in steppin' round one o' the spikes of my boots snapped off an' I slipped in. I hung on to my pole an' made a bridge 'tween the logs, an' I was just climbin' up when another log stuck the end of it an' splintered it into bits. I fell back an' thought I was clean under, but the two logs just clamped me by the neck.

"You may know how quick they come together by knowin' they didn't graze my shoulders as I fell, but they caught my neck afore my head got under water. But quick as 'twas, I had time, as I see 'em comin', to hope you was prayin' for me. It didn't look like anything else could save me, for I knowed when the logs came together they'd crush my head like an eggshell."

"Oh, Jack!"

Poor Alice was white with horror and trembling like a leaf.

"Yes, dear," said Jack, drawing her closer, "I thought o' you, an' felt mighty sorry for little Jack. Fer I knowed how much you loved yer great, rough, ignorant—"

"Hush, please don't," and Alice's hand was on his lips.

"Well, well, I didn't have time to think of much, fer I felt the logs was chokin' me, an' yet I knowed something was keepin' 'em about four inches apart. What 'twas I didn't know till afterward. My arms was free under me, an' I tried to pull the logs apart, but bless ye, they was a million round pressure, an' I might as well ha' tried to pull up a tree, an' I began to give it up, when I see something fly through the air an' light on a log nigh me, an' I heard Jim call out 'Help! Help!'

"He might as well ha' hollered fer the stars fer help as to holler to the fellers on the shore, fer they couldn't get to us then, an' knowed it. But it gave me hope to hear his voice so near by. I was bothered though, to know how he could be so near, fer just afore I slipped I see there was a clean place nigh thirty feet between us.

"The boys said afterward that he jumped a fifteen-foot gap. I don't know but he did, but I never saw no such things done. Anyway he was there, sure, an' as soon as he landed he was workin' away like mad. He pried one log out and got it across the end o' the one I'd been on, an' then he pried open the two that held me, an' got between 'em. Alice, 'twas more'n any three men on the river'd do, but he done it alone. Jim an' me was friends—I reckon now we always will be.

"Well, as soon he'd done this 'twere easy fer me to climb out, with a little help from him, an' I was all right again—an' I'm blamed if I didn't have to steady Jim two or three minutes he was that weak.

"'Twas easy enough after that to reach shore, when we came to slack water above a dam. But afore I felt it I looked to see what it was that kept it just far enough from the other to save me. And Alice, it was an ax. Some feller had stuck his ax into that log and left it there. Likely the log had turned over an' he had lost it. Anyway there it was, right close to where my neck was, an' the edge was in a knot that was hard enough to keep it from crushing right in."

"Jack, I want that ax," said Alice, looking up suddenly, and smiling through her tears.

"I knowed you would, darling, an' I brought it home for you," and the big logger went to the door and brought in a rust-covered ax, which Alice took possession of.

To this day that rusty ax hangs on the wall, just over Alice's sewing machine.

TO 1888.

Come in! I said to Eighty-eight;
It is for you I sat up late,
Lay down your roll of prose and rhyme,
Be welcome, youngest child of time.

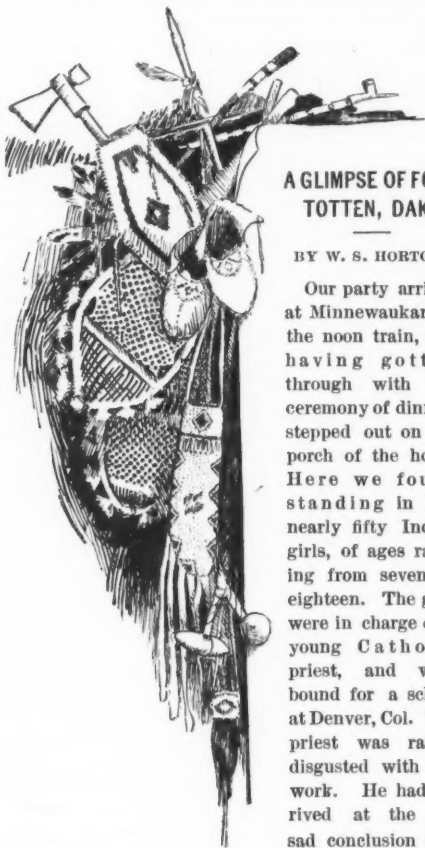
When yonder timepiece struck eleven,
We bid adieu to Eighty-seven,
We watched him out midst joy and gloom,
"Twelve," took his train to centuries' tomb.

Come! never mind your weal and woe,
The ways are strange we mortals go—
Some, like a tree-root to the home,
Others like vines are born to roam.

Earth is the Lord's, the storm-tossed leaves,
If on the grass or up the caves,
Bow to his law, and rain and snow
Fall like his mercy on our paths below.

If shaped by circumstance's wheel,
Some men must speak what others feel,
Some minds soar high, some search the deep—
Souls never freed till bodies sleep.

Unfold your roll, the clock strikes one
Whate'er my lot, God's will be done!
Grant just one wish—that those most dear
May find in you "A Happy Year."



A GLIMPSE OF FORT TOTTON, DAK.

BY W. S. HORTON.

Our party arrived at Minnewaukan on the noon train, and having gotten through with the ceremony of dinner, stepped out on the porch of the hotel. Here we found standing in line nearly fifty Indian girls, of ages ranging from seven to eighteen. The girls were in charge of a young Catholic priest, and were bound for a school at Denver, Col. The priest was rather disgusted with his work. He had arrived at the old sad conclusion that "Poor Lo" was about

the most miserably ungrateful creature in the world. He had offered the father of three of the children \$10 for carrying them twenty-five miles. But this the haughty brave had treated with utter contempt, exacting \$20 for bringing his own children to the depot. Will the "Copper Skin" ever get rid of the idea that the entire nation is under an everlasting obligation to him?

The route to Fort Totten lays for a short distance along the low, sandy shore of the lake, and then over a somewhat monotonous prairie over which are scattered the houses and tepees of the Indian farmers; each with its festoons of bright yellow corn drying in the sun, and the regulation rout and rabble of whining, yelping curs, that make a general rush for the heels of our Washington Territory ponies. There is something very droll about these diminutive little pieces of horse flesh. They have been broken but a short time and don't know whether to keep in the road or out of it and dance around like a couple of frisky kittens. We pass a swarthy looking native with his oxen and load of wheat, and a little farther on two squaws with their axes are going toward the timber for wood. Plenty of Indians here, for we are on the reservation of the Cut Head Sioux.

Soon after our arrival at the Post, some one exclaims: "There goes the Holy Ghost!" Not a little startled by this assertion we make for the door, but to our surprise only behold an infirm old Indian, clad in a pair of faded army breeches, a linen duster and a shawl, his shaggy iron gray locks bound about by a dirty yellow cloth. "Old Holy Ghost" is going for his rations. Sunday morning we attend mass at the mission. The beautiful old Catholic music is chanted by a choir of Indian girls whose voices are clear and strong. The mission is under the direction of a number of sisters of the order of Gray Nuns of Montreal, and in their charge are some two hundred pupils. The sisters say they are easily governed and very little trouble. As the visitor enters the school room, at a signal, the children all rise and say, "Good morning." These sisters are noble women, and away off up in this northern country are devoting their lives to a noble work.

After mass we climbed to the top of Sulley's Hill, an elevation about 450 feet above the level of the

lake. From this height there is one of the most magnificent views in all Dakota. One can look far out over the blue water and see fifteen miles distant, on the opposite shore, the towns of Minnewaukan and Devil's Lake City,—and what a wealth of water does this seem to the traveler who has ridden for days over the brown dusty prairie. Little wonder is it that the Indians call it Minnewaukan, "Spirit of the Water." The site of the old fort was selected by General Terry in 1867, and the more substantial buildings of the present Post were erected the following year under the command of General Whistler. The Post is at present under the command of Colonel Bacon, an officer who was formerly a prominent member of General Sherman's staff, and is highly respected by both officers and men. The Colonel exerts himself to do everything possible for their convenience and comfort, and has just caused to be built a fine bath house containing some fifteen or twenty separate tubs for the men, and another set for the officers, the whole furnished with hot and cold water and heated by steam. He has also just completed a fine system of water arrangements so that the water is carried in pipes to all parts of the Post. This saves a large amount of labor, as formerly it was necessary to detail seven men daily to draw and carry water from a sixty-foot well.

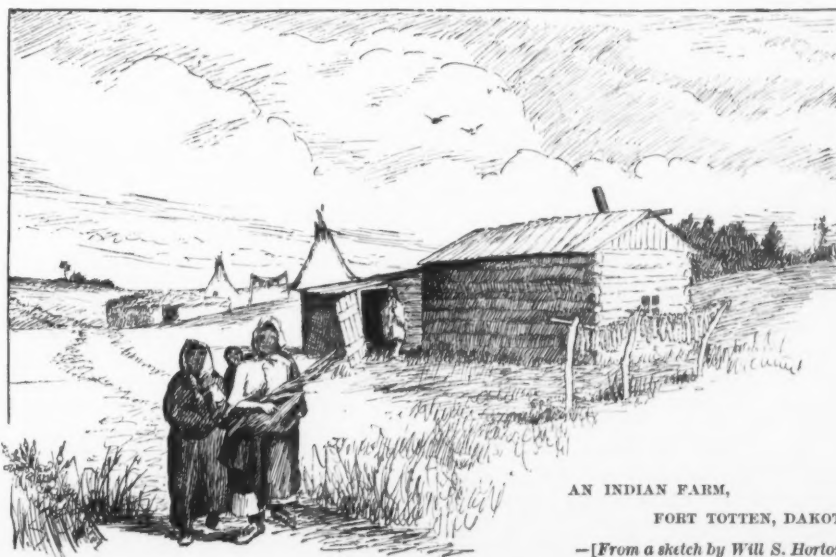
The life of a private soldier here is simply one monotonous round of Post duties. During the Riel Rebellion a few were sent North to prevent the half-breeds from crossing the border, but about the most thrilling event that occurs here is pay day, which comes every two months. Then there is a general jubilee and all make for the Post trader's and, as long as their funds hold out, buy everything that strikes them favorably from a wholesale lot of plug tobacco to a five dollar bottle of cologne. Gambling is very popular among the soldiers, and the game most in favor is "Rush Reuben," a game somewhat like draw poker, but all this of course is very quiet when an officer is about. The "boys" show considerable taste and originality in fixing up their squad rooms. One was gorgeously decorated with hangings of scarlet and two shades of blue, while another was more soberly treated in blue and brown. The glitter of the steel on the guns and trappings make the general decorative effect very novel and pleasing. The Post is garrisoned by two companies of infantry and one of cavalry.

About seven miles from the Post, at what is known as the "Old Mission," is situated the Manual Training School for Indian Boys. The school contains some forty pupils who are taken when quite young and stay until they are old enough to shift for themselves. The boys are taught to do all kinds of farm work, to make their own clothes and to make bread, and are given the advantage of a common school education. In fact, they are taught just what will be practical for them in after life. We start for the Old Mission on

one of those still delightful afternoons in September, when the last fragrance of summer seems to linger lovingly about the purple of the oaks and the yellow glories of the cottonwoods. After driving for a few miles over low hills with now and then a patch of timber and a sight of the lake, the country becomes more rugged and broken. We ascend a long steep hill, and after much hard tugging for the horses we find ourselves upon the top of a narrow ridge known as the Devil's Backbone. On each side the descent is almost perpendicular into a basin of some two hundred feet deep. We stop our horses and look. In this clear atmosphere we can see nearly fifty miles in every direction. On the right is a deep gorge, one side glowing with its autumn reds and yellows, the other scorched and blackened by the fires. At the end of this gorge rises the high cone-shaped butte called the Devil's Heart, and then away beyond, their undulations dimly indicated by a thin blue haze, are the peculiar conical formations of the glacial, mysterious and silent where one might travel for days without meeting with a solitary sign of human existence. On the left, separated from us by thickly wooded hills, lies Devil's Lake, stretching far over to the prairie lands on the opposite shore. Then turning and looking straight over the heads of the horses, the scene changes again, the country spreads itself before us in a lovely rolling plain with scattered groves and groups of trees, and small lakes gleaming like enamel of the purest Turquois, imbedded in the delicate shimmering gray. Here are no great peaks and precipices to overawe one with their frowning majesty, but every line in the landscape produces a feeling of peaceful rest and quiet, and brings to our minds a realizing sense of the wonderful infinity of the Maker. A few miles farther on, at the top of a high knoll or butte is a scaffolding, and on this four long cases containing Indian remains. The natives no longer dispose of their dead in this way, but are taught to give them Christian burial. In the old days the funeral ceremonies were very elaborate, all the trinkets and finery belonging to the family were placed upon the body of the dead, which was often wound with immense quantities of calico, 125 yards having been known used on one person.

After the box was in its last resting place high upon the scaffold, pots of eatables were carried to the spot and all the friends invited to partake. But these customs will soon exist only in dim tradition. The Indians on this reservation are a branch of the great Sioux nation called the Cut Head Sioux. They occasion no trouble and are fast learning to till their farms and to become self-supporting.

"Alone in London" may be all right for the stage, but a loan in Dakota at 5 per cent. a month will beat it all to pieces when it comes to a matter of door receipts—*Duluth Paragrapher.*



AN INDIAN FARM,
FORT TOTTON, DAKOTA.

—[From a sketch by Will S. Horton.]



Entered for transmission through the mails at second-class rates.

E. V. SMALLEY, - EDITOR AND PUBLISHER.

BUSINESS ANNOUNCEMENT.

THE NORTHWEST MAGAZINE is published in St. Paul and Minneapolis, Minn., on the first of each month.

ST. PAUL OFFICE: Mannheim Block, Third and Minnesota Streets.

MINNEAPOLIS OFFICE: Syndicate Block.

BRANCH OFFICES: Chicago, 52 Clark Street. New York, Mills Building, 15 Wall Street. Philadelphia, corner Third and Dock Streets. Portland, Oregon, Bureau of Immigration.

SUBSCRIPTION PRICE: \$1.50 a year. Subscribers in Europe should remit twenty-four cents in addition, for ocean postage. All subscriptions should be sent to the main office, St. Paul, Minn., to avoid delay.

THE TRADE is supplied from the St. Paul office of THE NORTHWEST, and also by the American News Company, New York, and the Minnesota News Company, St. Paul.

ADVERTISING RATES: Per line, each insertion, 50 cents; one inch space, each insertion, \$1. Yearly rate, \$25 per inch.

Address,

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St. Paul, Minnesota.

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ST. PAUL AND MINNEAPOLIS, JANUARY, 1888.

THE MISCHIEF HE DID.

There was a general rejoicing all through the newly-settled country of the West when it was known that Sparks had left the Land Office at Washington. In some places bonfires were lighted and anvils fired. The newspapers from the Mississippi to the Pacific gave "Calamity Sparks," as he is called, a parting kick. He went out of office without friends or apologists. It is safe to say that there never was, in this country, a public official who left the Government service so universally detested. The mischief he did will not, unfortunately, end with the close of his career of maladministration. The courts will be occupied for years in settling to rights the land titles he tried to invalidate, deciding the contests he encouraged dishonest men to begin and restoring the claims he unjustly cancelled. He filled the West with spies, under the name of special agents, who went sneaking about the country, looking for some technical defect in the homestead and pre-emption claims of poor settlers. These fellows knew that they must report some violations of the law in order to satisfy their employer at Washington and keep their places. If they found that a poor settler had left his home for a few weeks to earn money to buy his winter's food and fuel, they recommended that his claim be cancelled. Nothing was too trivial for them to use to trump up a case upon. A man who took his wife's body back to the East to bury it in the old home graveyard found himself robbed of his farm on his return, by Sparks' order. Another fared as badly because he had ventured to go back to his former home with his family in the winter when there was nothing to

do on his claim. All his four years' improvements were given over by Sparks to a rascally claim jumper. One man lost his claim after nearly five years occupancy because his wife became deranged and he left the place for a short time to take her to relatives in Illinois. Sparks was particularly hard upon widows who were trying to hold claims. In fact it was the people who were poor and friendless that had the most to fear from his mania for cancellation and contests. As a rule these people were ignorant of the detailed requirements of land office rulings, and being hard pushed to make a living, were pretty sure while honestly trying to hold their claims, to make some mistake such as that of not going to sleep in their shanties while working for neighbors to get money for food and implements.

In another way Sparks managed to work a great deal of mischief which it will take a long time to remedy. Railroad land grants which had been adjusted by his predecessors in accordance with the long-standing practice of the Interior Department, he endeavored either to set aside outright, as invalid, in face of the plain letter of the statutes, or to readjust in accordance with arbitrary notions of his own. If this had affected the land grant roads only, the people of the West would not have cared much, for the companies were able to protect their rights in the courts, but it injured thousands of settlers who held title to their homes from the companies, and who were too poor to enter into a law suit with the United States Government. Sparks' most outrageous rulings were reversed by Secretary Lamar, but enough of them still stand to bother the courts and harass multitudes of honest settlers for years to come. A good illustration of the utter contempt for law which earned him the sobriquet of "Anarchist Sparks" was his decision that the Northern Pacific had no grant from Portland to Puget Sound. Congress had not only made the grant in express terms, but in the debate on the bill in the Senate the language of it was strengthened by amendment so as to leave no room for doubt, as Senators said, that the change of route of the main line of the road from the Yakima Valley to the Columbia River and thence to the Sound, carried the grant with it the entire distance. In course of time Mr. Lamar reversed this absurd decision but settlement of the country was hindered for nearly a whole immigration season by the cloud which Sparks had cast upon the title of half the land in the region.

The new Commissioner will doubtless take warning by Sparks' career and try and obey the laws and treat the Western settlers with fairness and generosity. All the land that Sparks saved to the Government by his cancellations and contests cost the Government in expenses more than \$20 an acre. What his performances have cost the settlers in efforts and expenses to defend their homes it would be hard to estimate.

ATTORNEY GEN. GARLAND'S DECISION.

Just before Congress adjourned last Spring a bill was passed designed to protect the right of purchasers of railroad lands which might, in the readjustment of the limits of the railroad grants, be found to lie outside of such limits and thus to have been illegally, though in good faith, claimed by the railroad companies and sold by them. A question immediately arose whether this new law was applicable to the lands in the second indemnity belt of the Northern Pacific, which the Interior Department has lately been attempting to restore to the public domain by reversing the consistent rulings of previous Secretaries. A citizen of La Moure County, Dakota, raised this question in a letter to Sparks, the late Commissioner of the General Land Office. Sparks replied that the act covered the cases of purchasers of the N. P. indemnity lands, and his letter was published in the newspapers. A few days later, with the perverse desire to make trouble for settlers that characterized his whole career in the Land Office, he went back on this letter and wrote another in which he took the opposite view of the law, holding that because the word "grant" was used, it applied only to

lands within the limits of the original grant and not to those lying in the disputed indemnity belt. Thus on a mere verbal technicality he attempted to take from the purchasers of the indemnity lands the very remedy against unjust loss which Congress had provided to meet the case of a possible ultimate decision that these lands did not belong to the railroad company when they were sold. Congress gave to these purchasers the right to perfect their titles by paying to the Government its regular price of \$1.25 per acre, in the event that it should be determined that their title from the railroad was not valid. Sparks held that they must lose their lands, and he attempted to give them over to be the prey of squatters, regardless of the plain equities involved and of the loss and suffering such a course would bring upon innocent men.

The matter was carried up to the Law Department of the Government and Attorney General Garland has brushed Spark's rascally pettifogging opinion aside. He holds that the intent of the law is plain and that purchasers of lands in the two indemnity belts have the right of priority to buy them from the Government if the courts shall decide that the lands were not granted to the railroad company. This ousts at once the whole brigade of squatters that Sparks let loose upon the wheat farms of the Red River and Sheyenne Valleys. The farmers can now split up the shanties of the land thieves for kindling wood. The land-grabbing crusade is at an end. No one need pity the squatters for the loss of the money they paid the land lawyers to make out their filings and the carpenters to build their shanties. Their motive was thoroughly dishonest. They wanted to rob the farmers of fields tilled for years and of the houses, barns and fences which represented the toil and savings of pioneer life in Dakota.

The holders of land in the indemnity limits can now wait without worry the result of the test cases which the railroad company will bring in the courts. There is scarcely a shadow of doubt that the final decision will affirm the right of the company to the lands in question. If this should not be the case, however, the worst that can happen to these holders is that they will be forced to pay \$1.25 per acre to the Government for the land they have bought of the company. Of course the company, in such an event, would promptly return them the money it has received from them.

THE DAKOTA FUEL PROBLEM.

The fuel problem is the most serious one in the way of the rapid development of Dakota, and its solution affords an inviting field for capital and enterprise. The railroad companies should address themselves persistently and earnestly to the question of how to supply cheap coal to the farmers and tradespeople of this vast fertile prairie region. West of the Missouri the cheap lignite found everywhere in abundance cropping out of the hills, supplies the settlers in that region, but it takes two tons of this lignite to give as much heat as one of Ohio bituminous coal, it contains so low a percentage of carbon and so much dirt and moisture. When a moderate freight rate is charged to haul this coal from the mines at Sims to the well-settled country east of the James River, there is little or no economy in burning it in place of Eastern coal or Minnesota wood.

Taking Jamestown as a central point in North Dakota, to study the fuel question, we find that Pennsylvania anthracite cost in November \$10.75 per ton by the car load and \$11.50 at retail. Of these prices \$3.25 is the freight charge from Duluth, a haul of 346 miles. Ohio bituminous cost \$8 by the car load and \$9 at retail. Sims lignite, hauled 141 miles, retails at \$4.25, of which \$2 is the freight charge. Very little lignite is sold, the consumers preferring to buy Eastern coal.

A popular name for the lignite is "three man coal," people saying that to keep up a good fire one man is needed to to carry in the fuel, another to shovel it into the stove and a third to take away the ashes. This is, of course, a humorous exaggeration. With stoves

which have a large fire box, such as the old-fashioned round stoves used in the East for bituminous coal, there is no trouble in keeping up a steady fire with lignite. The question of burning it is wholly one of cost as compared with Eastern coal or with wood, which is sold in Jamestown at \$6.50 to \$6.75 per cord, the freight from the Northern Minnesota woods being an average of \$2.50 per cord.

At Washburn and Coal Harbor, in McLean County, on the Missouri River, about sixty miles above Bismarck, are very extensive beds of a lignite which is claimed to be much cleaner and richer in carbon than the coal now mined west of the Missouri. A gentleman who has made a study of the Dakota lignite informs THE NORTHWEST that this Washburn coal was formed from willow wood, while that at Sims was formed from pine; and further that the Washburn coal beds were under heavy rock pressure which has solidified it and which protected it from the admixture of earth during the formative process. This is a matter which should be carefully investigated by coal experts. If the lignite beds above Bismarck contain a much better fuel than those that have been opened west of the Missouri it will pay to build a railroad to them at once, for the coal can be marketed as far east as Fargo, and as far south as Aberdeen and Huron. The great need of Dakota is a home coal that will pay railroads from \$1 to \$2 a ton for hauling, and still enable the consumer to make a considerable saving on the cost of eastern fuel.

In this connection we would like to ask for information about the coal in the Turtle Mountains and at the bend of Mouse River which we used to hear a good deal about before the Manitoba Railroad got within that region. The early settlers insisted that it was true bituminous coal. We never took any stock in that theory—the region is not old enough geologically speaking for anything better than lignite to have formed—but we hoped this coal would prove to be a high grade lignite. Is it after all no better than the "three man coal."

NOT PARALLEL LINES.

The Manitoba road and its western prolongation, the Montana Central, reached Helena late in November, and the event was celebrated in good shape by the people of that enterprising and prosperous city. By the new line thus opened from St. Paul to Helena, the distance is twenty miles greater than by the old Northern Pacific line. The new road will not be operated for through passenger business till next spring, much of it having been too hastily constructed to make it prudent to run fast trains over it till it can be surfaced more thoroughly. Some additional snow protection will also be needed for winter operations.

We are surprised to read in so well-informed a paper as the *Portland Oregonian* a statement that this road parallels the Northern Pacific all the way from St. Paul to Helena, and will draw most of its business from the N. P. The older portions of the Manitoba, from St. Paul as far West as the limits of present settlement in Dakota, have their own tributary region to depend upon for traffic. As to the new road, from Devil's Lake to Helena, it no more parallels the Northern than the Pennsylvania road parallels the New York Central. This will be seen by the following statement of the distance of the Manitoba track at various points in a straight line from the nearest point south on the N. P.

At Devil's Lake.....	100 miles.
At the two crossings of Mouse River	108 "
At Fort Buford.....	80 "
At the mouth of Milk River.....	128 "
At Fort Assiniboine.....	216 "
At Fort Benton.....	150 "
At Great Falls.....	145 miles.

Beyond Great Falls the new road approaches nearer and nearer the Northern Pacific until it crosses that line at Helena. East of Great Falls there is very little traffic which the Manitoba can divert from the N. P. It will take a few cattle, but the Missouri River is a barrier to its invasion of the N. P.'s cattle country in Northern Mon-

tana. In this branch of traffic it will draw much more heavily upon the Canadian Pacific, from the fact that the stockmen north of the Missouri have been driving to the C. P. since that road was completed as far west as the Saskatchewan. A share of the Helena business the new road will undoubtedly get, but it will so stimulate the growth of that place and confirm it in its position of the central commercial city of Montana, that within a year its railroad traffic will have increased so much that there will be as much for the old road to do as there was before the appearance of its rival, even upon the improbable supposition of an even division between the two lines.

LAKE ITASKA FOR A NATIONAL PARK.

A correspondent of THE NORTHWEST who resides at Detroit, Minnesota, suggests that the Minnesota Senators and Representatives at Washington ask Congress to set apart the township of land containing Lake Itaska for a National park. The suggestion seems to us a good one. A great deal of interest attaches to this little forest lake, as the veritable head waters of the mighty Mississippi, the most important of the world's great water-ways, and many people would visit it every year if a fair wagon road were made to it and some kind of plain accommodations for travelers provided on its shores. The banks of the lake, our correspondent writes, are high and handsomely wooded with pine. They would afford a pleasant summer camp grounds for adventurous people who like to get into the wilderness. The most convenient point on the railroad from which to reach the lake is Detroit, the distance being about fifty miles. For about half the way there is already a tolerable country road, but the trail for the rest of the distance is a very rough one.

If Congress can be prevailed upon to move in the matter of establishing a National park at the lake, the beauty of its shores will be preserved from the ravages of the lumbermen, who will soon invade the region. A small appropriation to build a wagon road to the lake should be made. There need be no expense for maintenance. A single sergeant detailed for the summer months would be all the police force needed to prevent the burning of the timber by camping parties. Senator Davis, who appreciates all the romance of the early travels and discoveries in Minnesota, would be the best man to take the first steps in Congress towards the passage of the proposed bill.

THE people of the Yellowstone Valley strongly object to a proposition recently broached that the whole of the great reservation north of the Missouri be thrown open to settlement and the Indians now upon it removed to the Crow reservation. If there is to be any removing of the Indians done in Eastern Montana they insist that the Yellowstone country, which is older in its settlement by nearly ten years than that just made accessible by the building of a railroad north of the Missouri, shall have the benefit. No region wants the Indians which it now has and to select any particular region to be afflicted with a fresh lot of imported savages would be an act of injustice which the Government at Washington will not perpetrate with its eyes open. The best plan for reducing the enormous Montana reservations is to follow the recommendations of the Congressional Commission which recently visited them. That commission recommended the establishment of three small reservations north of the Missouri in place of the present large one, the aggregate area of the new reservations to be less than one fourth of that of the old one. They also recommended cutting down the Crow reservation, south of the Yellowstone, to less than one-half of its present dimensions, reserving the eastern end where all the Crows now live, for their permanent occupancy. This is fair all round.

WHEN St. Paul people see the stately Public Library building in Minneapolis, now approaching completion, they must feel ambitious to secure a like structure, devoted to a like noble purpose, in the capital city.

AT NIGHT-FALL.

A Tribute to Henry W. Longfellow.

Neither the night nor the twilight,
But the time that is just between,
When the curtains of shadow are falling
And the world is but dimly seen;

When the outlines soft of the tree-tops
Grow misty and faint and blurred,
And the wind speaks only in whispers
And no other sound is heard.

A bat, in eddying circles,
Now seen and now lost to view,
Is neither a fact nor a fancy,
Is neither the false nor the true;

But, like distant, half-heard music,
Or a thought one can't express,
It is grasped by the mind an instant,
Then lost with a vague distress.

One star through the ether shining
With a tremulous, wavering light,
Seems a single tear-drop, falling
From the eye of the coming night.

But my soul is oppressed in the silence,
For the solemn stillness brings
Pale ghosts of days long-buried,
Wraiths of cruel and hateful things.

Then I think of the words of the master,
"Whose songs gushed from his heart,
As showers from the clouds of summer
Or tears from the eyelids start.

"Such songs have power to quiet
The restless pulse of care,
And come like the benediction
That follows after prayer."

So Longfellow's exquisite poem
From sadness my soul hath won:
I thank thee, O grand old master!
I thank thee—"the day is done."

Ft. Shaw, August, 1887.

W. E. P. FRENCH.

THE STRANGER—AN EASTERN LEGEND.

An aged man came late to Abraham's tent.
The sky was dark and all the plain was bare.
He asked for bread; his strength was well-nigh spent;
His haggard look implored the tenderest care.
The food was brought. He sat with thankful eyes,
But spake no grace, nor bowed he toward the east.
Safe sheltered here from dark and angry skies,
The bounteous table seemed a royal feast.
But ere his hand had touched the tempting fare,
The Patriarch rose, and leaning on his rod—
"Stranger," said he, "dost thou not bow in prayer?
Dost thou not fear, dost thou not worship God?"
He answered "Nay." The Patriarch sadly said,
"Thou hast my pity. God eat not my bread."
Another came that wild and fearful night—
The fierce winds raged, and darker grew the sky;
But all the tent was filled with wondrous light,
And Abraham knew the Lord his God was nigh.
"Where is that aged man?" the Presence said,
That asked for shelter from the driving blast?
Who made thee master of thy Master's bread?
What right hast thou the wanderer forth to cast?
"Forgive me, Lord," the Patriarch answer made,
With downcast look, with bowed and trembling knee.
"Ah me! the stranger might with me have staid,
But, O, my God, he would not worship thee."
"I've borne him long," God said, "and still I wait;
Couldst thou not lodge him one night in thy gate?"

A WOMAN'S NO.

She had a parcel, small and round,
One lovely afternoon last summer;
I offered, as in duty bound,
To take it from her.

She thanked me with a gracious smile
As sweet as rosy lips could make it;
It was so small 'twas not worth while
To let me take it.

Again I offered as before
Of that slight burden to relieve her;
She'd rather not; "Pray say no more!"
'Twould really grieve her.

I ceased to plead; she seemed content;
The thing was small and neatly corded,
And so along our way we went
To where she boarded.

But when upon the stoop she stood,
And ere our last adieus were uttered,
She eyed me in a roguish mood
And softly muttered,

As swung the door to let her through,
And left me there all unresisting:
"I don't think very much of you
For not insisting."

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Oldest National Bank in Northern Minnesota. General
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land security, for from one to five years' time.

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[No. 1649.]

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THE INDIANS DYING OUT.

The report of the Commissioner for the last year
shows that there has been a decrease of nearly five
thousand. For instance the total number of Indians,
according to the Commissioner's report in 1884, was
264,359, and in 1885, 259,583. If there could be an
actual count of the Indians the number would be
much less. We succeeded in counting the Cheyenne
and Arapahoe Indians recently, and found that they
number two thousand less than the estimate made by
lodges. The Indians are superstitious about being
counted, and besides they make more rations when a
family of three gets supplies for a family of five. An
attempt to force an actual census would probably re-
sult in war, and as the same result is being gradually
attained the authorities have never tried to compel
the taking of the census. There are the Sioux In-
dians, for example. They have been counted, and it
is probable that if an actual count was made their
latest numbers as now reported, would be reduced
some two thousand. The Indians, however, are
dying out rapidly, and as the tribes grow fewer in
number the individuals become wealthier, and in the
course of a few years the millionaires of the country
will be found among these Indian tribes. They now
control large quantities of land, which is becoming
more valuable each year, and have besides trust funds
in the Treasury amounting altogether to over \$1,000,-
000. In addition the Government, as shown by the
Holman report, appropriates large sums for their sup-
port yearly and provides schools for their children.
The Indians are being very well treated just now.—
Washington Star.



Dakota.

A RAILROAD FROM GRAFTON TO WALHALLA.—A corps of engineers arrived in Grafton recently and are now examining the country northwest from there with the view of locating a line to build a road starting from that point to go by way of Crystal near St. Joseph and Walhalla to the international boundary line. The survey will be completed, with the purchase of the right-of-way as early as possible so the road can be built in the early spring.

Montana.

On the north slope of Cinnabar Mountain on the Upper Yellowstone, there is an immense deposit of cedar agate, of beautiful hues and patterns. It can be taken out in large pieces, from which the most elegant dinner sets can be turned.

MONTANA owns the greatest silver mine in the world, the Granite Mountain; the greatest silver-gold mine in the world, the Drum Lummon; the greatest copper mine in the world, the Anaconda. And these three properties together are enriching the world at the rate of over \$10,000,000 per annum.

MISSOULA is making rapid strides to the front and is putting on metropolitan airs with her street railway and electric light projects well under way. There is a fine belt of mineral country in the neighborhood, and she is the Gate City to the rich and productive Bitter Root Valley, both of which are bound to place her on a basis of permanent prosperity.—*Butte Miner*.

It is now universally conceded that the completion of the Manitoba and Montana Central Railroads to Helena settles forever as to what city in Montana shall possess the social, political and commercial supremacy in the Territory. Henceforth Helena will monopolize the forces essential to metropolitan greatness and will be designated hereafter as the Denver of Montana.—*Bozeman Avant Courier*.

THE GRANITE MOUNTAIN MINE.—Supt. Plummer's late report of the workings of this wonderful mine shows that the number of men employed in the mine and mills at the time of the report was 217, and the total expense for the year \$715,947.42. The dividends paid during the year amounted to \$1,400,000, making a grand total in thirty-two dividends since the first one, declared March 25th, 1885, of \$2,800,000.

THE capital of Montana, which is Helena, has a census population of about 11,000. Said Governor Hauser recently in speaking of its wealth: "There are five banks in Helena, whose aggregate capital, surplus and deposits are over \$8,000,000. This is greater than any place of its size on the globe. Bank figures are accessible the world over and can be obtained and compared, so that we know absolutely that we lead the world in this respect. We are not behind the age in any direction, but ahead of it in many."

THERE are portions of Montana that produce fruits with which our fruit growers in Oregon must compete. A paper published in the Bitter Root Valley gives a list of forty-eight residents there who this year raised ninety-seven tons of fruit, mostly apples, which are described as unsurpassed for size and flavor. Many thousands of new trees are being set out, and Bitter Root will soon be a valley of orchards. It is a valley forty miles long and five to twelve miles wide, lying not far from Missoula.—*Portland Oregonian*.

MONTANA COAL.—The Northern Montana coal may be sampled in Helena and Butte, but unless they find something much better than that produced at Sand Coulee, I will have to be retailed in these markets for less than half the price now charged in Great Falls, before it has a chance of obtaining a foothold. The Sand Coulee coal is a lignite of about the same quality as that mined on the Rosebud. It will be very valuable to the timberless region it is found in, but it will not bear comparison with the coals of Timberline, Trail Creek or Cinnabar, not to speak of the Rocky Fork coal, which is vastly superior to them all.—*Butte Miner*.

MONTANA FRUIT.—The first shipment of Bitter Root apples amounting to several hundred pounds was received at this office a few days ago and it is not without its significance. We have often referred to samples of Montana grown fruit sent to this office to show what the

Territory could do in the way of fruit-growing, but when it comes to laying in a winter's supply of apples of Montana production it begins to look as if Montana was a fruit country sure enough. It satisfies us anyhow that it is. To-day we mention fruit orchards in the Bitter Root Valley producing hundreds of bushels of standard apples, but in a few years we will be able to refer to the orchards of the Missouri, Gallatin and other valleys as producing large crops and expect to gather our winter's fruit supply from much nearer home than this year. Yet we are proud to be able to have Montana apples for our homes even though transported a couple of hundred miles or more.—*Rocky Mountain Husbandman*.

PROSPEROUS MONTANA.—Montana is yearly demonstrating more forcibly than ever that she is capable of taking care of herself, not only in the management of her own affairs, but in her productive wealth. In mining and agriculture she is making a particularly good showing this year, while her stock-growing interest, although seriously injured by last winter's unprecedented storms, are still ahead of those of any other section. From all quarters come, at this harvest time, reports of immense yields of cereals—greater we believe, than ever before—and the rapid settling up of her fertile valleys means still greater probabilities for the future. Her record in mining is this year leading all other proofs of advancement, and the net profits derived therefrom in the way of dividends amount, for the first ten months of the year, to fully one-fourth of all the mining dividends in all mining sections of the United States. Thus we produce enough beef and grain to not only feed our own people, but to send plenty abroad for the benefit of less favored sections; our mines produce enough precious and other metals to do a large share toward supplying the mineral markets of the world, besides furnishing profitable employment for thousands of men. We have at a conservative estimate fully 150,000 people with a rapidly increasing population, and if anybody can offer any valid reason why the Territory should not be given Statehood with all attendant rights, they are invited to stand up and speak. But even if we don't get it, we'll keep right ahead furnishing good homes for more people, producing more gold, silver, copper, barley, wheat, oats, beef, mutton and wool than ever before, and be prosperous, happy, and virtuous, in spite of the malice of Congress, Sparks, and the Democratic administration.—*Butte Inter-Mountain*.

Oregon.

THE Oregon Pacific is progressing as rapidly as possible. The nearest camp is about twenty miles from Vale, the county seat of Malheur County. It is not known as yet where they will cross Snake River for a certainty, but many surmise that it will be above the mouth of Boise and follow up that river.

RAILROAD PROGRESS IN OREGON.—The Portland *Oregonian* says: Everything that facilitates communication contributes to the development of the country. Completion of the California Railroad will not be received as an event of as much importance as if it had come about ten years ago; and yet it will be an important thing to Oregon, and particularly to the southern part of the State, for whose products it will open a wide market. In a general sense, too, the completion of this road will be advantageous to Oregon, since it will bring many people here who otherwise would not come. To all to whom the ocean route is disagreeable—and these are the greater number—this road will supply the means of getting into Oregon from California, and thousands therefore will come every year who otherwise would never see our State. Completion of the narrow gauge of the Willamette Valley into Portland is another incident of interest and importance. This road hitherto has not been able to serve the country well, since it has had no entrance into Portland; but this obstacle is now out of the way, and the narrow gauge lines, traversing both sides of the valley, will bring into close and easy communication with Portland large areas of country not touched by other roads. Extension of the Oregon Pacific across Middle Oregon will be the next incident of importance. One year hence we shall have through this great undertaking connection by a new route between the western and eastern portions of the State, and the opening of a great region in Middle Oregon to which hitherto there has been little access. Extension of the Oregon Pacific means for the whole region of Middle Oregon an increase of population and industry equal to that of the best sections east of the Cascade Mountains. It will double the population of Eastern Oregon within five years.

Washington Territory.

THE grading of the last portion of the Spokane & Palouse Railway is practically finished. At the terminus, Genesee, is a fine yard, about 1,000 feet long by seventy wide, perfectly level.

THE development of the country between Chehalis and Grays' Harbor will cause a large city to be built at the latter place. This can not be delayed many years longer. There is not a strip of country anywhere possessing more natural wealth or that will sustain a larger population. A navigable stream of water to the ocean and the settle-

ment of that vast area of agricultural land, and the development of the timber and mineral resources will certainly make a city of Chehalis, and a still larger one of Grays' Harbor. Can anything be done to hasten this event?—*Chehalis Nugget*.

THE emigrants continue to roll into Ritzville. They are welcome. Broad, rich acres are lying idle that should be supporting the hardworking renter of the East. Come to Adams County and secure a farm before it is too late.—*Ritzville Times*.

T. W. FOLLICE, a well-known farmer living near Garfield, raised 11,000 bushels of wheat this year, by weight, on 200 acres of land. Such reports, although strictly true, fail to surprise us, because they come in daily and cease to be a "big thing."

THE vegetables grown in Washington Territory are surprising to visitors from the East. Watermelons weighing fifty-seven pounds, cabbages weighing forty pounds, beets twenty-four and potatoes eight and one half pounds are calculated to excite the wonder of any people outside of the Territory.

THE other day, says a Spokane paper, five of the leading Indians of the Cœur d'Alene tribe left this city for their reservation, some fifty miles distant, with a brand new improved threshing machine and a handsome buggy. These Indians have seventy acres of grain each, ready for harvesting, and the condition of their neighbors is said to be similar. These Indians were well dressed and intelligent, and drove well kept ponies.

HERE is an item that will make a Michigan lumberman sick. Peter Peterson, who is running a logging camp on Little Skookum, felled a fir tree last week that measured six feet two inches on the stump. That is not the part of the story that is in any way remarkable, but the following is a little out of the usual run. The body of that tree was cut into nine logs, twenty-eight feet long and two logs twenty-two feet long. This gives the body of the tree two hundred and ninety-six feet. Being so very tall it must carry in thickness, very evenly the entire body. Should this prove the case this tree will scale close on to 35,000 feet.—*Olympia Partizan*.

HOW REAL ESTATE GOES UP IN TACOMA.—The sale recorded in yesterday's *Ledger* of the second lot south of the southeast corner of Eleventh Street and Pacific Avenue, to the Tacoma Trust and Savings Bank by Peter Irving, for the sum of \$11,000 is especially noteworthy, inasmuch as it is the highest price ever paid for frontage on Pacific Avenue, except possibly for a corner. This vacant lot sold at \$440 per front foot, and the price is not considered excessive. The sale is also another illustration of the way Tacoma real estate is doubling up in value, and the fortunes that are being made by investors here in months instead of years. On May 1st last Mr. Irving paid \$6,000, a fair price at the time for the property, and has thus made eighty-three and one third per cent, on his investment in just six and one-half months.—*Tacoma Ledger*.

THOSE Americans who still fear that Indian wheat will eventually drive the American cereal out of foreign markets will find consolation in the predictions of a writer for a New York journal, who believes ere many years the fertile soil of Washington Territory will produce a surplus of 200,000 to 300,000 bushels of wheat, which will pay the grower a profit even if it sells for twenty-five cents per bushel. We have the greatest confidence in the future of the section named as a wheat grower, and think the estimated surplus may be raised in Washington and Oregon, but we do not expect to see the price go so low, nor do we think there would be any profit in it at that price. It must be remembered that the soil of that portion of the Pacific slope will grow almost anything, and that whenever the farmers find that they can make more money by diversifying crops, they will do so. Indian wheat is not gaining any very valuable ground in the world's market, nor does it seriously menace our export trade.—*Northwestern Miller*.

THE WALLULA-PENDLETON RAILROAD.—More wheat will soon be coming to Tacoma from the Wallula-Pendleton route. The *Oregonian* says that Mr. C. B. Wright, in conjunction with G. W. Hunt, the well known railroad contractor, have become the sole owners of the Oregon & Washington Territory Railroad, which runs from Wallula to Pendleton, forty miles, with a branch of fifteen miles to Centerville. Mr. Hunt had the contract for building this road, and had finished the grading, with the exception of five miles near Pendleton, and had ten miles of track laid out from Wallula, when finding that he had a great deal invested in the road it occurred to him that he might as well be proprietor as contractor. On the 9th of November he started East and completed his arrangements with Mr. Wright, and arrived back on the 29th. He stopped at Pendleton to arrange matters with some of the former stockholders in the road, who have sold out their entire interests. The road is now owned and controlled by Messrs. Wright and Hunt, and the Northern Pacific company has no interest in it.

NORTHERN PACIFIC ELEVATOR COMPANY,

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Has storage capacity of 3,500,000 bushels, with Elevators located at the following towns in Minnesota, Dakota and Washington Territory:

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Moorhead,	Vining,	Oriska,	Davenport,	Mayville,	Spokane Falls,
Tonney,	Clitherall,	Valley City,	Leonard,	Halton,	Cheney,
Hawley,	Battle Lake,	Sanborn,	Wood,	Grand Rapids,	Sprague,
Lake Park,	Southwick,	Eckelson,	Sheldon,	Dickey,	Harriston,
Andubon,	Breckenridge,	Jamestown,	Buttville,	Montpelier,	Spangle,
Detroit,	Caledonia.	Dawson,	Lisbon,	Ypsilanti,	Rosalia,
Perham,		Sterling,	Elliot,	Meckinack,	Oakesdale,
New York Mills,	DAKOTA.	Edwards,	Marshall,	Gilby,	Belmont,
Bluffton,	Fargo,	Pingree,	Verona,	Forest River,	Plaza,
Wadena,	Canfield,	Melville,	La Moure,	Voss,	Garfield,
Verndale,	Mapleton,	Carrington,	Berlin,	Grafton,	Palouse City,
Motley,	Casselton,	New Rockford,	Medbury,	Salt Lake,	Four Mile,
Deer Creek,	Wheatland,	Oberon,	Edgeley,	Drayton,	Brannons,
Henning,	Buffalo,	Minnewaukan,	Arthur,	Bowesmont,	Pullman.
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Superintendent's Office, P. B. SMITH, Supt., Fargo, D. T.

General Western Agent's Office, E. NOONAN, Gen'l W. Agt., Spokane Falls, W. T.

GILBERT A. PIERCE, Ex-Gov. of Dakota, President.

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NORTH DAKOTA LOAN & TRUST CO., OF JAMESTOWN, DAKOTA.

Cash Capital, - - - - \$100,000.

7 Per cent. Minnesota and Dakota Farm Mortgages. Principal and interest guaranteed and payable at the American Exchange National Bank, New York.

We loan only in Minnesota and Dakota. Our loans are secured only by first mortgages on improved farms. Our loans average not to exceed \$2.75 per acre of security. During six years of business no purchaser of our loans has suffered a day's delay or loss of any kind.

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THE NORTH DAKOTA LOAN AND TRUST CO., OF JAMESTOWN, DAKOTA, IS A RESPONSIBLE INSTITUTION WITH \$100,000 CASH CAPITAL. I HAVE KNOWN ITS PRESIDENT, GOV. PIERCE, FOR MANY YEARS, AND I BELIEVE HIS REPRESENTATIONS REGARDING THE SECURITIES OF HIS COMPANY CAN BE ENTIRELY RELIED UPON.

Chicago, Oct. 6th, 1887.

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FIRST MORTGAGES on Improved Farms in Ransom, Sargent and Marshall Counties. PRINCIPAL and INTEREST GUARANTEED.

Choice Lots in Lisbon overlooking the beautiful Sheyenne River at profitable figures. Write for PLAT, PRICES and INFORMATION.

A Home in Heppner.

The white cottage on South Main Street, opposite Peter Borg's, is now offered for sale. There is nothing the matter with the place itself except that it is a home without a mother and has a Chinese cook. The location is slightly, and there is no danger of your kids being washed away in high water. It is a pretty place, and it has cost several dollars to make it pretty, and the man who thinks he can get it for less than I have paid for it can save himself the trouble of bothering about it. The house contains six rooms and

an attic; there is a good dry woodshed and cellar, wash-sink with underground cesspool drainage, tin gutters all round, with whiskey-barrel cistern for soft water, and everything convenient; well is fifty-one feet deep, forty-one of solid rock, best water in town; good stable with water in it; eleven lots, all in doors; fruit and shade trees; what hens were skipped by the roost-robbing kids last winter will be deeded with the place, also the four family cats, but they will not be got up or delivered, as they roost under Dock Shobe's building would scratch the stup pens off a porcupine; the

house is neatly but not gaudily furnished, has fine organ, sixty dollars worth of stoves and pots, pans and kettles enough to run a grown family; also a cord of bottles in the attic, all empty (left by a former occupant, of course;) will sell the whole business, Casperian-Mediterranean hanging lamps, canary-bird, cats and all, for \$2,500, hard cash or paper that can be turned into cash.

J. W. REDINGTON.

Editor Redington, of the Heppner (Or.) Gazette, takes this droll way of announcing that he has a house to sell.

G. W. RYAN.

C. B. HARRIS.

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PEMBINA,

The gateway city between the United States and Manitoba,
Terminus of the Northern Pacific Railway,
United States Port of Entry, and situated in the heart of the Red River Valley at the confluence of the Pembina and Red Rivers.

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There is no other city in the Northwest that can offer better inducements to investors.

If You want to invest in city property at prices that will double and triple in one or two years, you will do well to correspond with us and get our prices before investing elsewhere.

City Lots, \$50 to \$500 Each on Easy Terms.

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Profitable Investments for Non-residents.
Correspondence solicited.

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Transact a General Banking Business; make and negotiate loans; give special attention to collections; sell farming lands in county, business and residence lots in New Rockford, and pay taxes for non-residents.

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Rapid Growth of Spokane Falls.

Spokane Falls, W.T., is coming to the front more rapidly than any city on the Northwest Pacific slope. Her growth and the rapid increase in values are permanent. The mining, lumbering, farming, grazing, manufacturing and other interests are rapidly pouring their wealth into her coffers. I. S. Kaufman & Co., the oldest real estate dealers in the place, have made fortunes for many of their outside customers, by making careful and judicious investments for them, and are ready to make others happy. Best of reference furnished if desired. Write them.

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Only Standard Systems Taught.

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A LIVE, PRACTICAL SCHOOL.—Cheapest and best. Endorsed by thousands of graduates and the most prominent Business and Professional Men of the State and Nation.

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The Woman's Institute of Technical Design, 314 FIFTH AVE., NEW YORK,

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FOR SALE.—A profitable drug business in a growing and solid Western town. Large prescription trade established and good jobbing business with the country. A chance for a live man to make money. Price, \$7,000 on easy terms. Satisfactory reasons for selling. Apply to editor of NORTHWEST MAGAZINE, St. Paul, Minn.

M. M. M.

In very many districts in the Northwest, access to a physician in time of sickness is very difficult. In a great measure this has been obviated by the publication and issue of medical works designed for the use of the family. Speaking from a personal knowledge of the *Minnesota Medical Monthly*, published at Minneapolis by W. E. Leonard, M. D., we would recommend it to our readers as not only being a skillfully edited journal, but also a magazine from which a great deal of useful knowledge can be obtained in the absence of the physician. Send your name for a sample copy.

HOME INTERESTS.

Human Color.

In treating a negro in Lelpale for an ulcerous affection it was found necessary to replace portions of the skin with pieces taken from one or two white persons. These latter pieces gradually grew darker in color, and finally as black as the patient's own skin. This singular fact led to an experiment being made of transposing a portion of black skin on a white patient and it was found after a few weeks these began to grow pale. In less than fourteen weeks they had, in fact, grown so white as not to be distinguishable from the patient's natural skin.

Health and Beauty From Exercise.

The most beautiful woman in San Francisco at thirty looks like a girl of eighteen. All her natural charms have been enhanced by a sensible life and diet, as a result of which she has not been ill since her childhood. She indulges in a sponge bath every morning, is particular about the ventilation of her rooms, takes a brisk four-mile walk every day after lunch, and comes back to dinner flushed with health, and hungry. One of her fads is to drink coffee without cream, not for desert but with the main course of her dinner, which is usually a very substantial repast. She is, of course, regular in her habits, and is happily married and the mother of two children.—*Philadelphia Times*.

Alcohol Mortality.

Some ten years ago a brief report was made to the American Public Health Association regarding the relative mortality of alcohol drinkers and of abstainers. The records of an English Life Insurance Company were taken as the basis of the article. This company began its work with insuring the lives of total abstainers only. But they could not find enough of this class to support the organization, therefore they added to their list moderate drinkers. Separate records were kept of the two classes, and it was found that the average duration of life of the two did not differ except in a very small fraction of a per cent. As these records were kept for some thirty years, they would seem to establish the fact that in England moderate drinking does not shorten life.—*The Medical Record*.

Drinking Before Meals.

"In the morning," says the *Medical News*, "the stomach contains a considerable quantity of mucus spread over and adherent to its walls. If food enters at this time the tenacious mucus will interfere to some extent with the direct contact between the food and the stomach necessary to provoke the secretion of gastric juice. A glass of water taken before breakfast, passes through the stomach into the small intestines in a continuous and uninterrupted flow. It partly distends the stomach, stretching, and to some extent obliterating, the ruga; it thins and washes out most of the tenacious mucus; it increases the fullness of the capillaries of the stomach, directly if the water is warm, and indirectly in a reactionary way if it is cold; it causes peristalsis of the alimentary tract, wakes it up (so to speak), and gives it a morping exercise and washing. Care must be taken not to give cold water when the circulation, either local or general, is so feeble as to make reaction improbable. We should not risk it in advanced age, nor in the feeble, whether old or young, nor should it be given in local troubles like chronic gastric catarrh. In these cases it is best to give warm or hot water. The addition of salt is very beneficial. Such a time-honored custom as drinking soup at the beginning of a meal could only have been persistently adhered to because of it having been found by experience to be the most appropriate time. It does exactly what warm or hot water, with the addition of salt, does, and more, in that it is nutritive and excites the flow of gastric juice."

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Spokane Falls, the metropolis of Eastern Washington, has a water-power more extensive than that of Minneapolis, and is now the trading center of a rich agricultural district and a mining region containing the richest mineral deposits in the United States. Investments in Spokane Falls property, which can now be made at reasonable prices, are absolutely safe and pay enormous returns. We undertake investments for parties at a distance, and invite correspondence.

We have some of the choicest business property in the heart of the city; acre tracts contiguous to the city, and manufacturing sites, with and without water-power, on our lists, and solicit correspondence and inquiry from Eastern parties.

Thousands of acres of choice agricultural land in the Palouse country and the Big Bend, improved and unimproved, at prices ranging from \$5 to \$15 an acre. Plats and prices of Northern Pacific Railroad lands in Eastern Washington and Northern Idaho.

REFERENCES: { Traders National Bank, } Spokane Falls.
 { First National Bank, }

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 Special bargains for investors in localities sure to increase in value. **CORRESPONDENCE SOLICITED.**

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 First-class Ranches, Farms and desirable Town Lots for sale. Assists parties to purchase N. P. R. R. Lands. Agent for First-class Fire, Life and Accident Insurance Companies.
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M., S. Ste. M. & A. Ry.	Leave Minneapolis.	Arrive Minneapolis
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EXPRESS COMPANY,

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Forwarders of Merchandise and Valuables to all parts of the world. We now issue and sell Money Orders which are safe, cheap and convenient, being payable at all the principal cities, as well as over 7,000 other places in the United States, Canada and Europe.

If you want to pay Taxes,
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If you want to send money to your family,
 If you want to pay money anywhere, for any purpose, call at any office of the **NORTHERN PACIFIC EXPRESS CO.** and purchase a Money Order, which will be sold at the following prices:

Up to \$5.00.....	5 cts.	Over \$20.00 to \$30.00...12 cts.
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Payable in England, Ireland, Scotland, France, Norway, Denmark, Germany, Sweden, Holland, Belgium and Italy.

Northern Pacific Express Company Money Orders can be cashed at any office of the American Express Company, Pacific Express Company, United States Express Company, Wells, Fargo & Company's Express.

Northern Pacific Express Company Money Orders can be remitted anywhere, and deposited in banks in any city of the United States or Canada.

Northern Pacific Express Company Money Orders can be remitted by banks, bankers and others, who may cash them as "Exchange," on New York, Boston, Chicago, Cincinnati, St. Louis, St. Paul, Omaha, New Orleans, Denver, Salt Lake City, San Francisco, Helena, Portland (Ore.), and the principal cities in Europe.

Northern Pacific Express Company Money Orders contain a receipt, which the purchaser receives and retains. Northern Pacific Express Company Money Orders, after payment, are filed in the office of the company's Treasurer, and are always accessible for reference.

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Minnesota, North Dakota, Montana, Northern Idaho, Washington and Oregon,

THE GREAT NORTHERN PACIFIC COUNTRY.

FREE

All along the line of the Northern Pacific Railroad and its branches Government lands lying in alternate sections with the railroad lands are offered by the United States Government to actual settlers under the Homestead, Pre-emption and Tree Culture Laws. These are the best and most productive lands ever offered for settlement. MORE THAN ONE HALF of all the public land taken by private entry in the United States during the fiscal years of 1885 and 1886 is located in States and Territories traversed by the Northern Pacific Railroad. OVER 36 per cent of the number of all private entries made during the same period in the United States have been filed in Dakota.

Northern Pacific Railroad Lands

in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

Some of the Advantages of Buying Lands of the Railroad Company

Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

TEN YEAR CREDIT PLAN.

This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

The Agricultural Lands of the Company are also for sale on the

FIVE YEAR CREDIT PLAN WITHOUT ANY REQUIREMENT AS TO SETTLEMENT.

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GRAZING LANDS in Dakota, Montana and Washington, in tracts of one section and over, are sold on ten years' time, without requiring settlement.

REBATES ON ALL LANDS IN MINNESOTA AND DAKOTA EAST OF THE MISSOURI RIVER.

A rebate of \$1 per acre will be made for the area broken and put under cultivation within the first two years after the sale.

REBATES OF RAILROAD FARE

A rebate of the full price of a "One Way Ticket" or one-half of the price of a "Round Trip Ticket" from St. Paul, Minneapolis, Duluth or Superior to stations on the Northern Pacific Railroad in MINNESOTA AND NORTH DAKOTA may be applied in part-payment for 160 acres or more of the company's land in MINNESOTA and DAKOTA, bought by and in the name of the purchaser of the ticket and within forty days from the date of the ticket. To secure the rebate the certificate printed on the ticket must be delivered to the General Land Agent at St. Paul, at the time of purchase of land and within the time specified above.

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NORTH DAKOTA—Mapleton, Casselton, Windsor, Crystal Springs, Tappan, Menoken, Bismarck (Capital of Dakota and U. S. Land Office), Mandan, Marmot, New Salem, Sims, Glenullen, Hebron, Richardson, Taylor, Gladstone, Dickinson, Belfield On N. P., F. & B. H. Branch—Wahpeton, Milnor (western terminus N. P., F. & B. H. R. R.) On the Fargo & Southwestern Branch—Leonard, Sheldon, Butzville, Lisbon, Marshall, LaMoure (western terminus of the F. & S. W. Branch). On the Jamestown & Northern Branch—Melville, Carrington (the junction of the Mouse River Branch of the Jamestown & Northern R. R.), Sykeston (the Mouse River Branch completed to this point), New Rockford, Edmunds, Minnewauken (the terminus of the Jamestown & Northern Branch on Devils Lake, and supply point for Turtle Mountain and Mouse River country).

MONTANA—Helena (capital of Montana and U. S. Land Office), Garrison (junction of the Utah & Northern Railroad, Drummond, Missoula, Thompson's Falls, Glendive, Miles City (U. S. Land Office), Hathaway, Forsyth, Livingston (junction with the Yellowstone National Park Branch), Bozeman (U. S. Land Office), Moreland, Gallatin, Townsend.

TOWNS IN WESTERN LAND DISTRICT ON MAIN LINE N. P. R. R.

WASHINGTON TERRITORY AND IDAHO—Tacoma (the western terminus of the Northern Pacific Railroad), Spokane Falls (U. S. Land Office), Cheney, Sprague, Harrison, Ritzville, Pataha, North Yakima, Ainsworth, Rathdrum, Trent.

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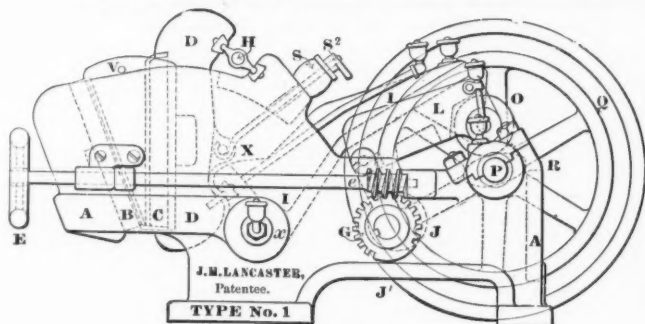
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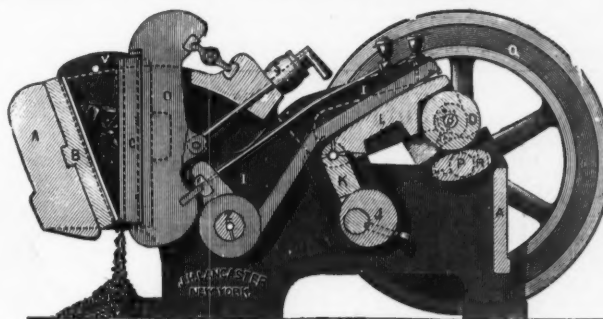
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Northern Pacific Railroad Company,

LAND DEPARTMENT.

ST. PAUL, MINN., Sept. 29th, 1887.

To Whom it May Concern:

Notice is hereby given that the Northern Pacific Railroad Company claims title from the United States under its charter to all lands within its indemnity limits, for which said company has filed selection lists in the offices of the registers and receivers of the United States land offices in the States of Wisconsin, Minnesota and Oregon, and the Territories of Dakota, Montana, Idaho and Washington and that said company will resist in the land department and in the courts, any effort of any and all persons to acquire title of, in or to any portion of said selected lands, and that said company will institute actions in the courts against any person attempting to acquire title to or possession of any of said selected lands, excepting through and under the Northern Pacific Railroad Company.

The recent ruling and order of the Secretary of the Interior is not final. It is contrary to the uniform current of decision of the federal courts in relation to the subject matter. The railroad company will resist any and all attempts to deprive it of said lands.

CHAS. B. LAMBORN,
Land Commissioner.

JAMES McNAUGHT, Counsel.

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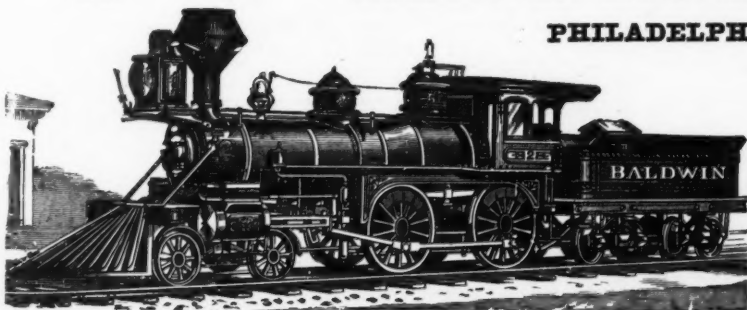
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KING FARO.

A teacher in the Sunday-school
Had taught her scholars few
The truths which scholars ought to know
Who read the Bible through.

But on the day herein set down
A new one had come in—
A little lad, with keen bright eyes,
And innocent of sin.

The teacher asked them all around
Such questions as she thought
Would fit their minds, and bring about
The object that she sought.

They knew of Adam and his sin,
Of Paul and Peter, too;
Of Jacob, Joseph, David, Saul,
And him his brother slew.

And then the teacher asked her class
If any one could tell
Who Pharaoh was. "Of course," she said,
"You know that very well."

But, strange to say, no hand arose,
And silence, with a blow,
Had struck the class, and not a one
The answer seemed to know.

At last the new boy's hand went up—
"Well, who was Pharaoh, lad?"
The teacher smiled—the new boy said:
"Twas him that busted dad."

—Galveston News.

Why the Crow is Black.

The Indians of the extreme Northwest have some very remarkable legends about the creation, in which the crow takes the leading part, in bringing order out of chaos. Perhaps the most curious is that which accounted for the raven coat of the crow. One night, while making a tour through his dominions, he stopped at the house of Can-nook, a chief, and begged for a lodging and a drink of water. Can-nook offered him a bed, but, on account of the scarcity of water, refused to give him anything to drink. When all the rest were asleep the crow got up to look for water, but was heard by Can-nook's wife, who aroused her husband. He, thinking the crow was about to escape, piled logs of gum-wood upon the fire. The crow made desperate efforts to fly through the hole in the roof where the smoke escaped, but the Can-nook caused the smoke to be denser and denser, and when the crow finally regained the outer air he had black plumage. It was previously white.—S. F. Monitor.

A Woman Did It.

It was supposed, up to within a few days of election time, that the votes of Logan County would remove the county seat from Napoleon to Lowry, the new town which J. T. Butler, M. Conklin and others were booming. Lowry had the advantage of being on the A. B. & N. W. R. R., while Napoleon was left to one side, and possessed no business houses or stocks which could not readily be moved. The necessary petition for the change was easily secured and Mr. Butler informs us that on Friday before election Lowry thought itself sure of every vote in the county but one. Friday is an unlucky day, however, and Napoleon, a name synonymous with victory. On Friday then, Mrs. Napoleon Goodsill, of Minneapolis, after whose deceased husband the town had been named, appeared on the scene, having heard of the intended change of county seat, and evidently not pleased to have it take place. She saw the men at Napoleon, promised a store at once, a blacksmith shop, a church, a roller mill and a depot and side tracks to the main line, a quarter of a mile away, if she had to build them all herself. She discarded her silk dress and seal sacque, and clad in plain garments, took in the whole county with a man and a rig hired for that purpose. She interviewed every voter and was so successful in her pleadings that on election day 24 ballots read Napoleon and 21 bore the name of Lowry. It is now thought probable that Napoleon will be now granted railroad facilities, and Lowry, where fortune lowered on our friend Butler, (whose only landed interest there, by the way, is a tree claim), may possibly be given up for the present. A woman did it, and she did it well.—La Moure Progress-Chronicle.

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WESTERN HUMOR.

No Temperance Dudes need Apply.

"No," said the chairman of the Missouri Board of Education, "the application of this hyar snoozier'll have to be refused." "Why? He's well educated." "His eddication is all right, but nary a dude'll teach this school while I'm on deck. This feller goes to a drug store and asks for a glass of mineral water when he wants a drink."—*Nebraska State Journal.*

Clerking With a Wheelbarrow.

A Wardnerite tells a good joke on the people of the Galena City as follows: A few days ago two former residents of the Emerald Isle, who had not seen each other for a long time, met in Wardner. One had resided there quite a while, but the other was a new-comer. "Be jazes, an' is it you, Pat?" said the old resident. "An' sure it is, Mike, an' how are yez gettin' along," replied the new comer. "Oh, so, so. I'm mak-in' me grub an' a little sphendin' money clerkin' wid a wheel-barry in the Sullivan Mine. An' wot are yez goin' to do here, Pat?" "O, I'll jist rustle around an' get into somethin' to make an honest livin'." "Bedad, Pat ye'll do well, for ye'll have no opperision here, shure."—*Wardner News.*

A Western Romance.

"Irene, hear me one moment longer."
The speaker was a young man with a wildly appealing look and an inchoate mustache.

"Irene," he continued, "If all the wealth of devotion that moved Leander to swim the Hellespont, that burned in the breast of Abelard, inspired the muse of Robert Burns to its loftiest flight, sent the blood pulsing through the marble form of Galetia at the bidding of Pygmalion, and caroled forth in the immortal songs of Tom Moore—if the aggregated affection of Solomon for his thousand wives were concentrated upon one beloved object, the whole would feebly represent the emotion with which you have inspired me. 'Since I have known you, Irene, life has had but one purpose, one aim. Heaven itself would be—'"

"Absalom," interrupted the fair girl, regarding the impassioned youth with conflicting emotions eloquently depicted on her speaking face, "I wish you would patronize some 15-cent barber. I can't endure the odor of cheap bay rum."—*Chicago Tribune.*

Redington's Farewell to Journalism.

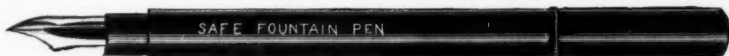
Following is Redington's farewell to journalism in Heppner, Oregon:

"As an act of courtesy to Rev. Henry Rasmus, I have swapped him the Heppner *Gazette* shop for \$2,500 in cold cash. He will collect all accounts due to the office except some that I have specially reserved. The victims of these reserved accounts are cordially invited to settle up p.d.q., and to notice that cordwood and cabbage settlements are no good any more. If I owe anyone a \$, I am prepared to pay it at any moment. For 247 seven-day weeks the *Gazette* has issued itself on the whole shell, with no postponement on account of wind or weather and, while the *Gazette* that now is, may do otherwise, the *Gazette* that then was, still points with pride to the fact that not one of the many bustles made from it have been injuriously affected by electric wire.

"And so, with malice toward none, and bad bills against several, I jump off the piscatorial peapod in order that I may devote my valuable time in rocking pole-cats off the basaltic homestead ranch that my old friend General Sparks, of the General Land Office, so hesitates about letting me have. In due time I will furnish him with uncorroborated depositions as to how many rocks I took to each cat. If anything in the world would tend to hasten the oft-threatened resignation of the great and good commissioner, this anticipated affidavit affliction ought to do it at once without extra charge.

"As I have left several remarks unremarked, I also leave sufficient space below for others to jot them down in their own loving way.

"J. W. REDINGTON."



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A LITTLE NONSENSE.

The chinch bug eats the farmer's grain,
The moth bee spoils his honey,
The bed bug fills him full of pain,
The humbug scoops his money.

HORSE OF A DIFFERENT COLOR.—"Do you know Miss Smith," he said, "that when I see you I look about for a white horse?" "I suppose you do, Mr. Brown," she replied, "and do you know the color of the horse I look for on seeing you?" "No," "Chestnut."—*New York Sun.*

Miss C., a laughter-loving, good natured lass, was spending an afternoon with a neighbor near Bridgeport, Conn., and during supper the conversation turned to eggs, etc., when Miss C. observed that "their hens did not lay scarcely any eggs, and she couldn't give any reason for it." "Why," observed Mr. P., "my hens lay very well; I go out among them almost every day and get eggs." "My gracious!" was the instant rejoinder, "I wish you would come over to our house and go among our hens a spell; I'm sure father would pay you well for your trouble."

WHY HE WAS AFRAID.—Street Car Conductor (to countryman)—"If you saw him picking the gentleman's pocket why didn't you interfere instead of letting him get away?" Countryman: "I saw that sign up there, 'Beware of Pickpockets,' an' b'gosh, I was 'fraid too."

Waiter: "Anything mo' sah?" Guest: "Yes; bring me a—(winks)—you know (winks)." Waiter: "Can't do it sah; dis am a probishun town, sah, an' you're a stranger." Guest: "What ov that?" Waiter: "De boss says winks don't count for nuffing unless we's 'quainted wid 'em."—*Harper's Bazar.*

"Charley," said a young wife, "is there really any such person as the fool-killer?" "Oh, I guess not; I don't know," said Charley, who was reading the morning paper. "Well, Charley, all I want to say is please don't go out after dark any more until you find out."—*Washington Critic.*

"And so you are going to be married?" "Yes; and I am so happy! I love Charles with my whole heart." "Has he any property?" "Yes, I believe so. And as he isn't very well I permitted him to make a will in my favor." "Very good in him, I'm sure. But you have some property of your own? Have you willed that to Charles?" "What a ridiculous idea! Of course not; but I've fixed it so that he can't get hold of it."—*Boston Transcript.*

A CLEAR CONCEPTION.—"Do you know the nature of an oath?" asked the judge of a Chinaman who was on the witness stand. "No sabe," said John with a puzzled air.



Elderly Young Lady—"This material is very nice but the color is too striking. It would be more appropriate for a younger person." Dry Goods Clerk—"Oh, by no means madam, you are not so old—as you look to be!"

"He means do you understand what it means when you swear to what you are going to say," explained the counsel. "Oh, me sabe swear. Gol diamoo, allee samee hellee."—*Merchant Traveler.*

NOT A DESIRABLE LOCALITY.—Stranger (to Nevada citizen): "I think of locating here in business, and will probably want to invest in some real estate. Is the town healthful?" Citizen: "Healthful? Why, stranger, the



RANK was rejected

while

OHN was accepted

By the girl with the golden hair;

But all three are thriving,

And both men are driving

Their carriage and pair.

he once said, you know, that we must eat what is set before us, and ask no questions for conscience sake. I always thought I should like him for a boarder."

Will You Lof Me Ven I'm Pald?

BY EMILE PICKHARDT.

Oh, told me darling, told me now,
In shentle tones and low,
Vill you lof' me like you lof' me now,
Vhen no more hair vill grow

On mine old het as could peen grown
Oopon a shumping-shack,
And shnow palls vat vas on it t'rown,
Shtrike mit a loud "ker-shmack?"

Oh, answer, lof' mine heart vos full;
Oh, shpeak, deny me not;
Vill you lof' me vhen you've lost der "pull"
Vat now on me you've got?

Vhen hair restorers vas blayed oud,
Vven preezes no more plow
Dose auburn locks mine prow apoud
In moonlight's golden glow?

Dot vas der question, shweetest girl,
Vill you den shstill peen true,
Vhen late in life you vish to curl
Und frizz like now you do,

Und mine old pate it shine much more
As highly polished prass,
So you could easy use it for
A private looking-glass?

Vill your affection, unappalled,
To me shstill anchor fast,
Of vonst mine het vas git so pald,
You lose your grip at last?

ONE OF THE THINGS BETTER LEFT UNSAID.—Mrs. Moy-enage: "How well you're looking, Mr. Niladmirari! Really, Europe has done wonders for you. You look made over." Mr. Niladmirari: "Yes, indeed, I am. You ought to go to Europe."—*Boston Herald.*

"Your husband is something of an antiquary, isn't he?" asked a caller of Mrs. Snagg. "No, I don't think he is," was the reply. "I don't think he can tell one kind of an ant from another."—*Pittsburg Chronicle.*

First saleslady: "Marie!" Second saleslady: "I am here." "Are you busy?" "Yes." "Where is the other saleslady?" "She has not come in yet." "I want someone to go and ask the lady cashier if she can change a \$100-bill for a woman."

"My dear madam, I find that your estate is heavily incumbered. You will have enough to live upon, but you must husband your resources." Widow: "Well, my daughter Mary is my only resource now, and I intend to husband her as soon as possible."

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VESTS, COATS AND OVER COATS.)

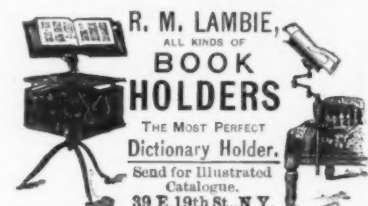


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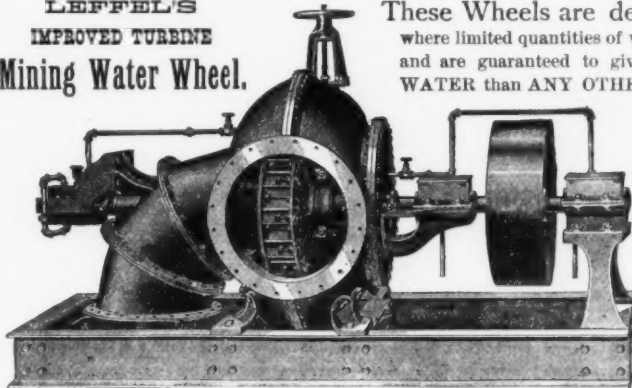
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
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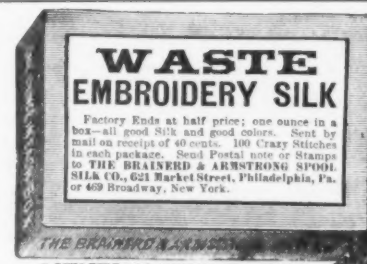


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